

F.O.
371

24097

GENERAL

1939

REFUGEES

W18576

63

14 DEC 1939

Registry Number } W18576/1369/48

FROM Sir P. Loraine
(Rome)

No. 1013

Dated 9th December 1939

Received in Registry } 14th December
1939

General : Refugees

Embarkation at Trieste of Jewish refugees emigrating into Palestine.

Refers to Rome despatch No. 1007 (W 18355/1369/48). Transmits copy of a letter to the Italian Ministry for Foreign Affairs enclosing a list of refugees already holding immigration certificates, who will be allowed to embark at Trieste for Palestine.

Last Paper.

(Minutes.)

W.18676

References.

Copy C.O.R.F.

Gillman 18/12.
JMB 18/12

(Print.)

(How disposed of.)

14. C.O.
Dec 19.

(Action completed.)

9/12/12

(Index.)

Riddif

Next Paper.W18677
18656

1939

W

REFUGEES

W 1645

186

30 JAN 1939

Registry Number } W 1645/1645/48

FROM Prime Minister's
Private Secretary.

No. (to Mr. Harvey)

Dated 25th Jan. 1939

Received in Registry } 30th Jan. 1939

W: Refugees.

Last Paper.

References.

(Print.)

(How disposed of.)

(Action completed.)

Jan 18/2

(Index.)

AC 113

Next Paper.

Establishment of a Jewish state in Angola.

Submits an account of a conversation between the Prime Minister and Mr. Myron Taylor regarding a suggestion by the President of the United States of America that a Jewish State might be established in Angola. The state should at first be autonomous and afterwards independent. The question of compensation to Portugal was also discussed. Mr. Taylor promised to send a memorandum on the subject. He had not yet approached the Portuguese Government and did not propose to do so.

(Minutes.)

Mr. Myron Taylor raised this question of a possible Jewish state in Angola once more with Lord Winston on Jan. 27. Lord Winston told him that it was an extremely delicate matter and that while, of course, the F.O. would study the question, it was essential that nothing should be made public, or the position in regard to Portugal would be hopelessly prejudiced. Mr. Myron Taylor agreed, but insisted that it was for H.M.G. to take action if possible, in view of their special influence in Lisbon. Yesterday Mr. Taylor again pressed Sir Herbert Emerson on the subject, — I suggested to the latter that he should return the answer to Mr. Taylor. It may be noted that

W

Portugal, in spite of our suggestion,
has never shown any sign of
wishing to join the Erian
Committee. It seems to me

that, even if on political grounds, any
approach by us to Portugal is not
impossible, we shd. know:

1) views of Mr. Antunes in

lisbon;

2) whether Jewish organisations
would favour such a scheme;

3) views of C.O. + D.O.

A.W.G.R.
31/1

Western Dept.

for others

I do not believe the Portuguese Govt.
wd. entertain such an idea for
one moment but there can be no
harm in asking Sir W. Selby for
his views

MR.
- 31/1

See W 1872

X A.W.R.

13/2



Sir A Cadogan,

I presume this telegram must go, and being addressed only to Sally it may be fairly harmless. But I must confess I do not like the idea at all of our being used in this way to sound the Portuguese. If the Americans want to raise such a question, surely they should do so on their own responsibility.

You will remember how childlike and sensitive the Portuguese are on all subjects and how peculiarly touchy they are about the colonies. Every press report, however fantastic, brings the Ambassador here, asking whether we are arranging to dispose of them. We have had the most uphill work for the last two or three years in trying to establish better relations and more confidence in the minds of the Portuguese.

I am afraid that an approach
of this kind will undo all this
work. It is clear from their lack
of response to the invitation to join the Eman
Conference that they don't want to be involved
in the Jewish refugee question; and for them
only to come forward and pick them out for
the brush or harbouring all these people will
make the worst impression. I have no doubt
Sir W. Sally will turn the suggestion down;
but it will be very unfortunate if it gets
about, as I fear it must, that we have even
undertaken to put it forward. The question of
payment, to a country which judges itself un-
justice in its good financial position, will
also be galling.

G.M. 1.2.39

I really wouldn't do this. We have large tracts
of land which have not been populated, and I do not
think it is for us to ask our very susceptible Ally to find
room in her colonies for the Jews.

I don't know when we have got to make the
examination of the possibility of settlement in Northern
Rhodesia

Rhodesia. I shall say much less myself, But we might be able to do something in that direction. But if we can't or won't find room in our Engine, I do at least hope we shall not ask the Portuguese to do more than we are prepared to do.

If the Americans like to raise it, that might be all right. But I think it is up to us to do that (or a Portuguese)

more (in this matter of finding a home for the Jews (especially if we have to stop immigration into Palestine)).

AB.

Jan. Feb. 1-1939

I quite agree. Let the Americans do it.

H. 1/2

G



H 1645

Enter

189

10, Downing Street,
Whitehall,

Auth'd 27/1/39 J.W.N. 1939
DRAFT TO SEE.

(NOT YET SEEN
BY S.M.).

25th January, 1939.

Dear Harvey,

The Prime Minister had no time yesterday to dictate a note of his conversation with Mr. Myron Taylor, but the enclosed represents the account which he gave to me verbally of their conversation.

Yours sincerely,

O.S. Clerc.

O.C. Harvey Esq., C.M.G.,
Foreign Office.

190

The Prime Minister saw Mr. Myron Taylor yesterday. Mr. Taylor read a message from the President of the United States of America in which he suggested the establishment of a Jewish State in Angola which should at first be autonomous and afterwards independent. He realised that Portugal would require some compensation and thought that this might be in the form of a money payment by such countries as were prepared to contribute and also by an annual payment from the revenues of the new state. Mr. Taylor promised to send a memorandum on the subject. He had not yet opened the matter with the Portuguese Government and did not propose to do so.

25.1.39.

O.D.C.

2.

1939

W

REFUGEES

W 1765

191

FEB 1939

Registry Number } W 1765/1645/48

FROM Colonial Office.

No. 75009/242/38

Dated 31st January 1939

Received in Registry } 1st February
1939

W : Refugees

Settlement of Jewish refugees in Angola.

Transmit a letter from Mr. E.J. Frewen regarding a scheme for the settlement of Jewish refugees in Angola together with a copy of two letters sent to him in reply.

Last Paper.

W 1645.

References.

(Print.)

(How disposed of.)

(Minutes.)

M^r Frewen's rambling letter is not always intelligible. I don't think we need take any action on it
 C.H.S. 17.ii.
 Western Dept. Reily
 3/2

See W 1872.

AnsR
4/ii

(Action completed.)

9m 18/2

(Index.)

M.W.

Next Paper.

W 1872

Communications on this subject
should be addressed to—

THE UNDER SECRETARY OF STATE,
COLONIAL OFFICE,
LONDON, S.W.1.

and the following

Number quoted: 75009/242/38



Downing Street. 192

31st January. 1939.

W 1765

I FEB 1939

Sir,

I am directed by Mr. Secretary MacDonald to transmit to you, to be laid before Viscount Halifax, the accompanying letter, in original, from Mr. E. J. Frewen regarding a scheme for the settlement of Jewish refugees in Angola. A copy of a reply which has been sent to Mr. Frewen, together with a copy of a previous letter addressed to him, is also enclosed.

14.1.39

6.12.38

I am,

Sir,

Your most obedient servant,

Liv/wk

THE UNDER SECRETARY OF STATE,
FOREIGN OFFICE.

LCB/DS.
Nigeria Control.

15th July 1936.

E.J.Frewen Esq.,
79, Oxford Gardens,
LONDON. W.

Dear Mr. Frewen,

I have pleasure in enclosing a copy of our balance sheet at 30th September 1935. The following is a brief outline of our activities.

We are established for the purpose of trading right down the West Coast of Africa and in the following territories:-

Canary Islands.	Togoland.
Morocco.	Dahomey.
Senegal.	Nigeria.
Gambia.	Cameroons.
French Guinea.	Fernando Po.
Sierra Leone.	Spanish Guinea.
Liberia.	French Equatoriale Africa including Gaboon.
Ivory Coast.	French Congo,
Gold Coast.	Belgian Congo and Ruanda Urundi.

We are also in Kenya, Uganda, Tanganyika and the near East.

In the Belgian Congo we are established at Boma, Matadi, Leopoldville, Coquilhatville, Stanleyville, Wamba and Buta, at several points in the Kasai district, at Elizabethville, Jadotville, Albertville, Usumbura, Costermansville and Kindu, also in the gold mining area at Bunia and Nizi.

On the West Coast of Africa besides our trading business we have plantations and saw mills and are actively engaged in the getting of timber.

Our trading activities cover every kind of merchandise for which there is a market and all the various types of produce of West Africa. We have our own fleet of ocean steamers and fleets of river steamers.

The above is a very general outline which I hope will meet your purposes. If there is anything further I can do perhaps you will be

193A.

-2-

E.J.Frewen Esq.,

LONDON. W.

good enough to let me know.

Yours sincerely,

(SIGNED) L.C. BEAUMONT.

THE UNITED AFRICA COMPANY LIMITED.

Directors:

LT.-COL. E. H. L. BEDDINGTON, C.M.G., D.S.O., M.C. (<i>Chairman</i>).	
F. D'ARCY COOPER.	R. H. MUIR.
A. A. COWAN.	P. RYKENS.
H. R. GREENHALGH.	FRANK SAMUEL,
J. W. KNIGHT.	MARSHAL OF THE ROYAL AIR FORCE VISCOUNT TRENCHARD, G.C.B., G.C.V.O., D.S.O.

REPORT OF THE DIRECTORS

To be presented to the Members at the SEVENTH ORDINARY GENERAL MEETING, to be held at Unilever House, Blackfriars, London, E.C. 4, on Tuesday, the 17th March, 1936, at 2.30 p.m.

The Directors submit to the Members the Accounts of the Company for the year ended 30th September, 1935:—

The Profit and Loss Account for the year shows a profit on trading, including the Company's proportion of the Profits less Losses of Subsidiary Companies, of	£1,123,305
Which, added to the balance at credit of Profit and Loss Account at 30th September, 1934, of	£77,535
Shows a balance to the credit of the Profit and Loss Account of	£1,200,840

which the Directors recommend should be disposed of as follows:—

By the payment of a Dividend of 8 per cent. on the issued capital of the Company, absorbing	£880,000
By the transfer to General Reserve of	£225,000
Leaving to carry forward to the next Account	£95,840
	£1,200,840

The Subsidiary Companies have been treated as branches and the Company's proportion of their profits and losses has been taken for account of The United Africa Company Limited.

The usual depreciation has been written off buildings, manufacturing plant, steamers, mining rights, river craft, working plant and furniture of the Parent Company and its Subsidiaries, and the properties of the Company and its Branches have been fully maintained out of Revenue.

Properties and plant are reduced by £59,699 arising from an excess of depreciation over net capital expenditure, whilst there is an increase in the value of investments in Subsidiary Companies amounting to £250,497. Merchandise and produce stocks show an increase of £566,824 and £598,795 respectively, resulting from the larger stocks required to deal with a substantially increased volume of trade, and additionally in the case of produce from the advance in price in many of the categories of produce dealt in. Debtors show a reduction of £360,939, principally due to the repayment of a temporary loan to an Associated Company, which was referred to in last year's Report. Other variations both on the asset and liability side of the Balance Sheet arise from the increased volume of trade during the year.

Except in the case of Cocoa, the value of which remains substantially unchanged, produce prices have shown a distinct improvement throughout the year, resulting in increased purchasing power in the West African Colonies. The Company's merchandise turnover has increased, and its share of the produce trade has been maintained. The Company's business in other parts of the world has also shown improvement, and has contributed a satisfactory share of profits to the year's results.

The Directors wish to place on record their thanks to the staff, both overseas and at home, to whose loyal and enthusiastic work the good results of the year are attributable.

Since the close of the year under review Marshal of the Royal Air Force The Right Honourable Viscount Trenchard of Wolfeton, G.C.B., G.C.V.O., D.S.O. has joined the Board of the Company on the invitation of the Directors.

In accordance with the Articles of Association, Mr. F. D'Arcy Cooper, Mr. H. R. Greenhalgh, Mr. P. Rykens and Viscount Trenchard retire from the Board and, being eligible, offer themselves for re-election.

Messrs. Cooper Brothers & Co., the Auditors, retire and, being eligible, offer themselves for re-election.

By Order of the Board.

A. R. I. MELLOR,

Secretary.

UNILEVER HOUSE,

BLACKFRIARS,

LONDON, E.C.4.

12th March, 1936.

THE UNITED AFRICA COMPANY LIMITED.

BALANCE SHEET AS AT 30th SEPTEMBER, 1935.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30th SEPTEMBER 1935

To Depreciation of Buildings, Manufacturing Plants, Steamers, Mining Rights, River Craft, Working Plant and Furniture of the Parent Company and the Company's proportion of the Depreciation of its Subsidiaries	£	277,423	
To Company's Contribution to the Employees' Provident Fund		23,572	
To Balance carried to Balance Sheet		1,200,840	
	£	£1,501,835	
By Balance brought forward			£ 77,535
By Trading Results, including the Company's proportion of the Profits, less Losses of Subsidiary Companies, before deducting Depreciation <i>per contra</i> , Royalties and Dividends on Investments, and after deducting all Administration Expenses and Income Tax			1,424,300
	£	£1,501,835	

REPORT OF THE AUDITORS TO THE MEMBERS.

We have audited the above Balance Sheet with the Books and Accounts relating thereto in London and with Accounts received from the Company's Branches abroad. We have obtained all the information and explanations we have required. In our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us and as shown by the Books and Accounts of the Company.

LONDON, 12th March, 1936.

COOPER BROTHERS & CO., Auditors.
Chartered Accountants.

STATEMENT REQUIRED BY SECTION 126 OF THE COMPANIES ACT, 1929

The policy adopted in previous years of treating Subsidiary Companies on the footing of Branches has been continued, that is to say, in the Balance Sheet now submitted, the Company's proportion of their undistributed profits or losses has been credited or reserved for in Profit and Loss Account.

LONDON 12th March 1936

EDWARD H. L. BEDDINGTON, } Directors.
E. D'ARCY COOPER.

THE UNITED AFRICA COMPANY
LIMITED.

Report and Accounts

For the 12 months ended 30th September, 1935.

THE UNITED AFRICA COMPANY LIMITED

TELEPHONE: CENTRAL 7474.
TELEGRAMS: AFROASIAN, WIRE, LONDON.
CABLES: AFROASIAN, LONDON.

IN REPLY PLEASE QUOTE

REF.....

DEPT.....

UNILEVER HOUSE,

BLACKFRIARS,

LONDON,

E.C.4.

15th April

36

19

E.J.Frewen Esq.,
79, Oxford Gardens,
W. 10.

Dear Sir,

We refer to a number of conversations we have had together and now try and record the substance of our last talk yesterday.

You tell us that it is expected that a loan of say £6,000,000 will be made to the Portuguese Government by British bankers, and that this money the Portuguese Government will utilise to develop their colony of Angola. The method of development will be through a Company which will be located in Lisbon, but largely under English management.

Its objects will be -

- (1) To develop the highlands of Angola by cattle breeding establishments.
- (2) To arrange for the converting of the cattle into marketable products by erection of Frigerifico.
- (3) The establishment of a health resort in Angola
- (4) The institution of a Steamship Line
- (5) The development of other territories by grain growing and tropical plantations.
- (6) The financing of Cocoa plantations in San Thome.

(7) Mining

196

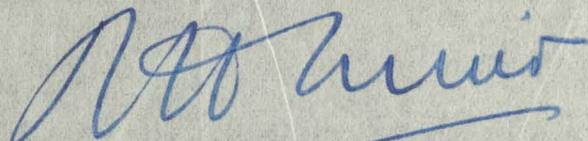
(8) Timber.

We informed you that the main objects of your business were outside the scope of our organisation, but that when your capital had been provided and your Company formed, we would gladly consider co-operating where we felt we could do so helpfully. The directions we indicated were -

- (1) In the opening and providing of trading centres in Angola where it was felt such would be justified.
- (2) The purchase of plant and goods for the use of the company in Angola.
- (3) The purchase of Steamships for the Company.
- (4) The sale in Europe of the produce and other output.
- (5) Investigation of the question of opening and developing plantations for tropical produce and timber areas.

Yours faithfully,

THE UNITED AFRICA COMPANY LIMITED.



Director.

BENGUELA RAILWAY

THE GREAT WEST GATE TO CENTRAL AFRICA VIA LOBITO BAY

To Ilheo & Cairo

To Elizabethville & Cape Town.

Tenke

Teixeira de Sousa

SCENERY & WATER POWER

COPPER MINING

Villa Luza



MINING



Manganga
General Machado 4800 feet.
Silva Porto 5643 feet.

Kachemba Falls

CATTLE RANCHING

COFFEE PLANTATIONS

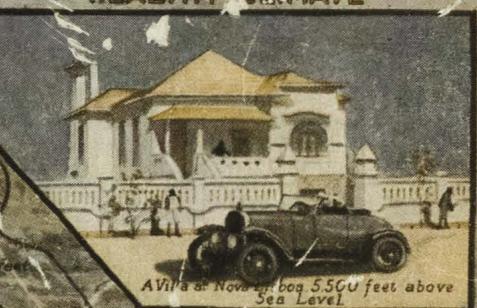
TOURING



Chincaur 5932 feet
Nova Lisboa 5500 feet
Robert Williams 5700 feet
Maize

Motor Roads
Cantuaria 4700 feet

HEALTHY CLIMATE



SISAL PLANTATIONS

CATTLE RANCHING

TRAVELLING COMFORTS

G.H.AVIS 1930



Port of Lobito

Atlantic Ocean

The SHORTEST ROUTE FROM EUROPE
TO CENTRAL AFRICA & RHODESIA

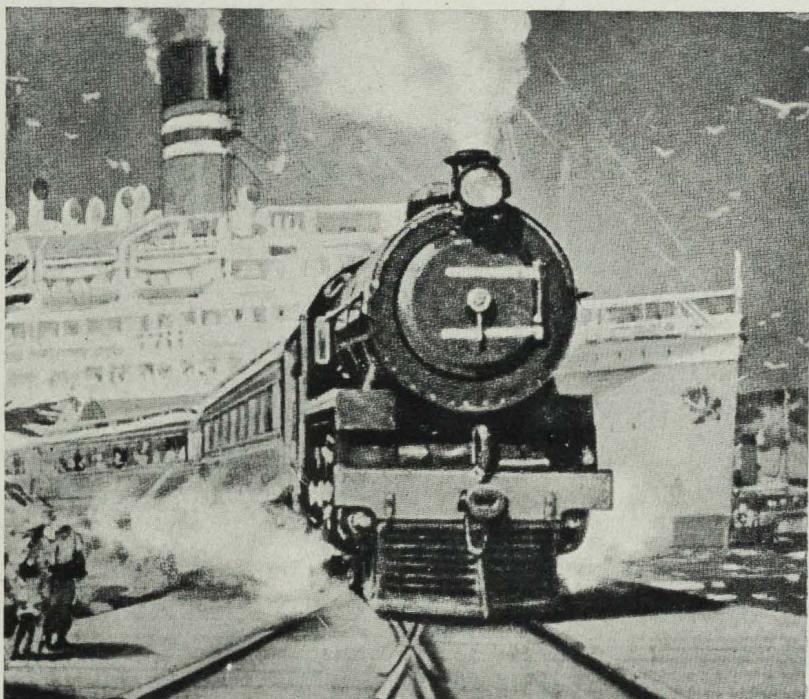
Southampton to Lobito Bay, 4,889 miles compared with Cape Town 5,987 miles, Beira 7,576 miles.

LONDON COMMITTEE-BENGUELA RAILWAY, PRINCES HOUSE, GRESHAM ST, LONDON, E.C.2.

Although every effort has been made to ensure the accuracy of the information this booklet contains, the Benguela Railway Company does not undertake any responsibility for errors or omissions or their consequences.

THE BENGUELA RAILWAY

CAMINHO DE FERRO DE BENGUELA



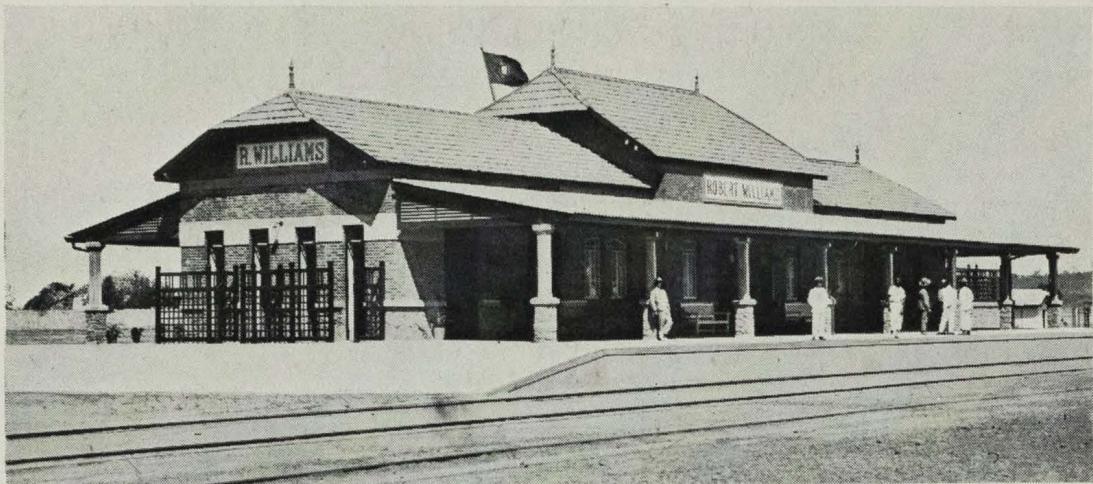
Offices

Lisbon—3, LARGO DO QUINTELA.

London—PRINCES HOUSE, 95, GRESHAM STREET, E.C.2.

Africa—LOBITO, ANGOLA, PORTUGUESE WEST AFRICA.

Telegraphic Address—LOBITANGA { *Lisbon.*
{ *London.*
{ *Lobito.*



VILA ROBERT WILLIAMS STATION—THE TOWNSHIP NAMED AFTER SIR ROBERT WILLIAMS, BART., WHO FOUNDED THE LINE

Companhia Do Caminho De Ferro De Benguela (Benguela Railway Company)

THE Benguela Railway line is 1,347 kilometres long (837 miles). It is of the Africa Standard gauge of 3 ft. 6 in. (1,067 mm.), and runs from Lobito Bay on the Atlantic to the eastern frontier of Angola, which is crossed near Dilolo on the international bridge over River Luau in the Dilolo district.

The conception of this new route to South and Central Africa which led up to the development of the harbour of Lobito Bay emanates from a Scotsman, Robert Williams, on whom a Baronetcy was conferred in 1928 for his work during the last half-century in the development of Africa.

The line is the latest addition to the existing feeders of the main trunk line from the Cape to Cairo, and provides Northern Rhodesia, the Katanga District of the Belgian Congo, and in fact all districts in Southern Central Africa, with an economic outlet to the sea and to the world's markets at Lobito Bay.

The advantages of this new route over all other routes may be summarised as follows :—

1. It connects the above territories to their natural sea port.
2. Compared with other routes it reduces the distance from Europe and North America by 3,000 sea miles and 400 rail miles. (See comparative table of distances on page 4.)
3. For European shippers and manufacturers it is unquestionably the most economical and quickest route to the territories served.
4. The saving in travel, time, and transport charges spells saving in the cost of production.
5. Healthier and more genial climatic conditions. After twelve hours' rail from Lobito an altitude of 4,000 feet is reached, where the climate is exhilarating and very similar to the climate of Europe.

Stations on the Benguela Railway

<i>Station.</i>	<i>Distance. Kilometres.</i>	<i>Altitudes in Metres.</i>	<i>Station.</i>	<i>Distance. Kilometres.</i>	<i>Altitudes in Metres.</i>
Lobito ..	0	1	Nova Cintra ..	675	1,522
Catumbela ..	13	10	General Machado ..	702	1,474
Benguela ..	36	7	Quanza ..	725	1,272
Lengue ..	50	97	Cueli ..	743	1,289
San Pedro ..	54	230	Cuiva ..	764	1,279
Coroteva ..	83	631	Cuemba ..	784	1,330
Catengue ..	122	537	Savingila ..	823	1,352
Solo	142	800	Munhangô ..	845	1,423
Caimbambo ..	163	739	Camussito ..	863	1,495
Cubal	197	907	Cangonga ..	880	1,493
Chimbôa ..	231	1,004	Cavingi ..	906	1,441
Ganda ..	253	1,280	Sachanga ..	922	1,409
Babaera ..	279	1,246	Caxipoque ..	962	1,463
Quingenge ..	297	1,359	Salieno ..	981	1,440
Cuma	317	1,435	Luena ..	1,018	1,382
Longonge ..	342	1,418	Vila Luzo ..	1,035	1,328
Lepi	367	1,637	Luculo ..	1,077	1,264
Calenga ..	385	1,854	Leva	1,097	1,232
Robert Williams ..	397	1,742	Sandando ..	1,118	1,176
Nova Lisboa ..	425	1,698	Lumeje ..	1,135	1,140
Cambuio ..	451	1,736	Casai ..	1,155	1,124
Bôas Aguas ..	471	1,765	Chabaia ..	1,177	1,113
Vila Nova ..	480	1,848	Chifomage ..	1,198	1,102
Bela Vista ..	502	1,804	Caifuche ..	1,219	1,093
Chinguar ..	519	1,808	Luacano ..	1,242	1,088
Cutato ..	546	1,722	Mocussueze ..	1,281	1,054
Capeio ..	581	1,765	Teixeira de Sousa ..	1,334	1,098
Vouga	604	1,754	Frontier ..	1,347	989
Silva Porto ..	627	1,720			
Chipeta ..	652	1,602			

Stations on the Extension of the Benguela Railway from Teixeira de Sousa to Tenke on the Katanga Railway System

<i>Station.</i>	<i>Distance. Kilometres.</i>	<i>Station.</i>	<i>Distance. Kilometres.</i>
Dilolo Gare	3	Kanzenze	372
Kakunda	41	Kiala	398
Divuma	71	Kolwezi	427
Malonga	107	Kazembi	450
Kakopa	166	Lualaba	463
Mungulunga	208	Kisenda	476
Lugenda	242	Kisanfu	493
Mutshatsha	271	Pumpi	503
Kayembe	312	Tenke	522
Lufupa	341		

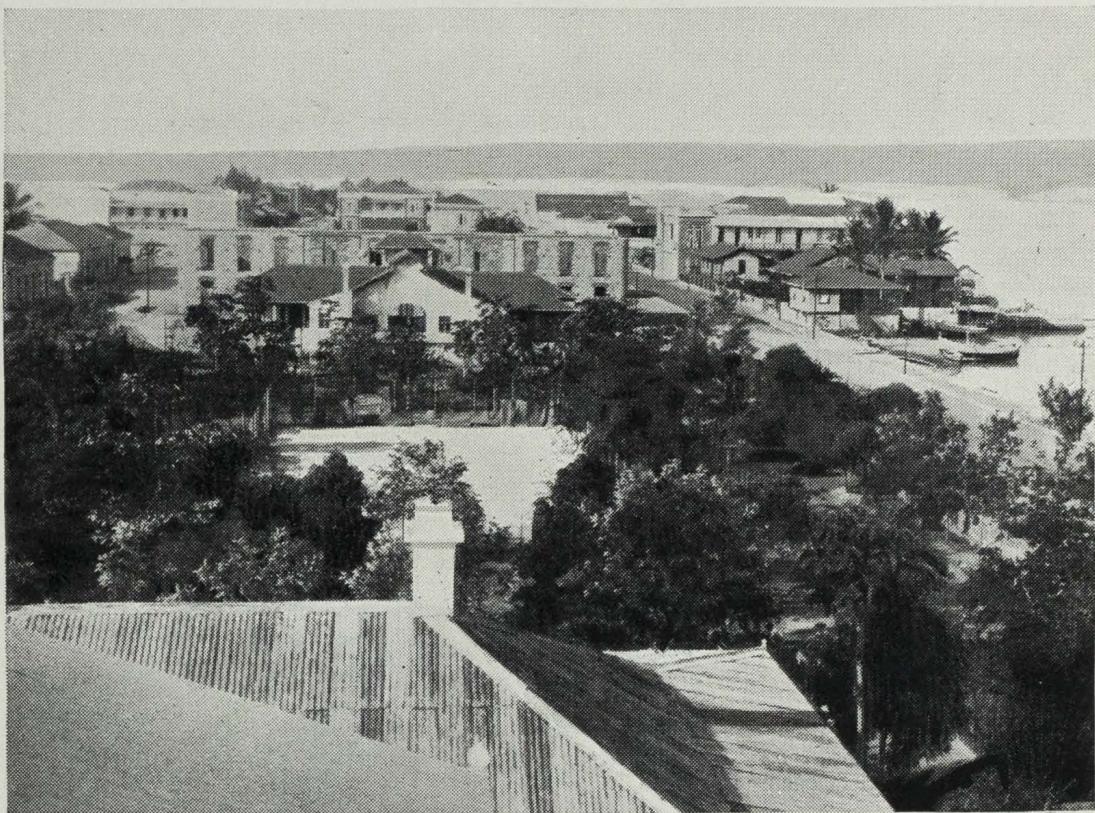
Comparative Table showing distances from Southampton
 (1) via Lobito, (2) via Cape Town, to some of the chief
 towns in South and Southern Central Africa

The following table shows that by travelling via the Lobito route many miles of travel are saved to places in the Belgian Congo, and in Northern and Southern Rhodesia. To places in the Union of South Africa, where the mileage is greater, it must be remembered that travelling via Lobito ensures a fine weather sea passage, and avoids the rough seas that nearly always prevail during the last two days of the voyage to the Cape, which is proverbially known as the Cape of Storms.

					Travel miles	Total travel miles
ELIZABETHVILLE (Belgian Congo)	Via Lobito	..	by sea	..	4,889	6,201 miles
			by land	..	1,312	
BROKEN HILL (Northern Rhodesia)	Via Lobito	..	by sea	..	5,987	8,292 miles
			by land	..	2,305	
LIVINGSTONE (Northern Rhodesia)	Via Lobito	..	by sea	..	4,889	6,491 miles
			by land	..	1,602	
VICTORIA FALLS (Northern Rhodesia)	Via Lobito	..	by sea	..	5,987	8,002 miles
			by land	..	2,015	
BULAWAYO (Southern Rhodesia)	Via Lobito	..	by sea	..	4,889	6,859 miles
			by land	..	1,970	
SALISBURY (Southern Rhodesia)	Via Lobito	..	by sea	..	5,987	7,634 miles
			by land	..	1,647	
MAFEKING (British Bechuanaland)	Via Lobito	..	by sea	..	4,889	6,866 miles
			by land	..	1,977	
KIMBERLEY (Union of South Africa)	Via Lobito	..	by sea	..	5,987	7,627 miles
			by land	..	1,640	
JOHANNESBURG (Union of South Africa)	Via Lobito	..	by sea	..	4,889	7,146 miles
			by land	..	2,257	
PRETORIA (Union of South Africa)	Via Lobito	..	by sea	..	5,987	7,347 miles
			by land	..	1,360	
JOHANNESBURG (Union of South Africa)	Via Lobito	..	by sea	..	4,889	7,445 miles
			by land	..	2,556	
PRETORIA (Union of South Africa)	Via Lobito	..	by sea	..	5,987	7,646 miles
			by land	..	1,659	
JOHANNESBURG (Union of South Africa)	Via Lobito	..	by sea	..	4,889	7,638 miles
			by land	..	2,749	
PRETORIA (Union of South Africa)	Via Lobito	..	by sea	..	5,987	6,857 miles
			by land	..	870	
JOHANNESBURG (Union of South Africa)	Via Lobito	..	by sea	..	4,889	7,859 miles
			by land	..	2,970	
PRETORIA (Union of South Africa)	Via Lobito	..	by sea	..	5,987	6,634 miles
			by land	..	647	
JOHANNESBURG (Union of South Africa)	Via Lobito	..	by sea	..	4,889	7,828 miles
			by land	..	2,939	
PRETORIA (Union of South Africa)	Via Lobito	..	by sea	..	5,987	6,943 miles
			by land	..	956	
JOHANNESBURG (Union of South Africa)	Via Lobito	..	by sea	..	4,889	7,844 miles
			by land	..	2,955	
PRETORIA (Union of South Africa)	Via Lobito	..	by sea	..	5,987	6,988 miles
			by land	..	1,001	

In compiling the above table the distances have been worked out in regard to steamships sailing direct from Southampton to Lobito and Cape Town, but should passengers be travelling by boats calling at West African Ports en route for Cape Town in order to take advantage of the cheaper fares charged by these boats, the distance is even still more in favour of the Lobito route. If passengers

proceeded to Cape Town and then boarded the train for their inland destination at that port they would spend five more days at sea, since Lobito is 1,600 miles north of Cape Town.



LOBITO—A VIEW LOOKING OVER THE TOWN TOWARDS END OF SAND SPIT

CONNECTION OF KATANGA WITH EUROPE

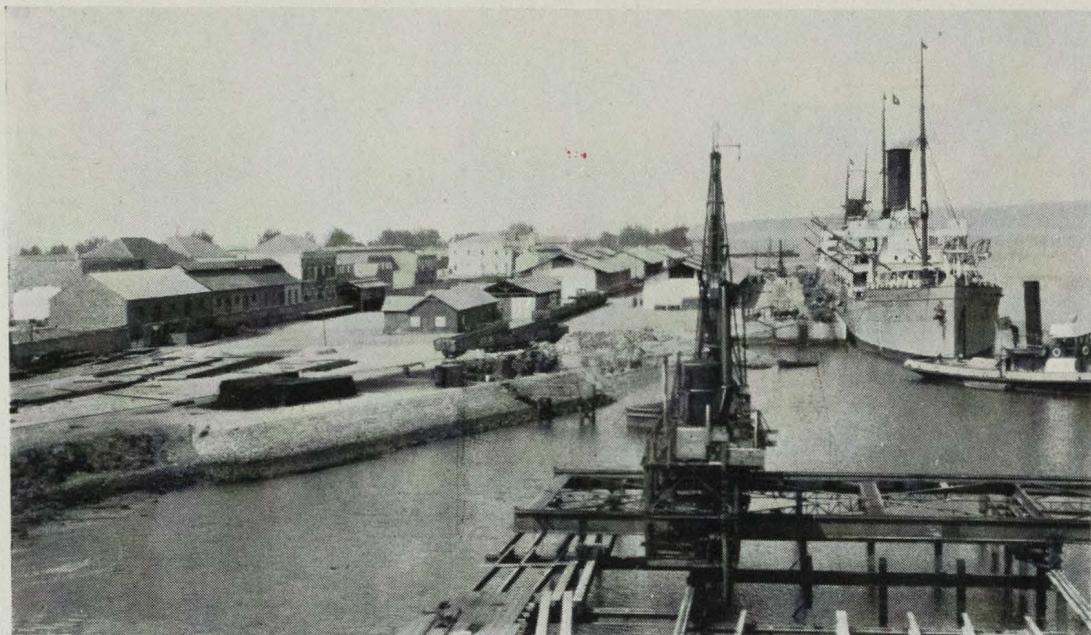
<i>Via LOBITO</i> : Tenke—Frontier	522 kil.
Frontier—Lobito	<u>1,347 ,,</u>
Lobito—Southampton	1,869 kil. = 1,168 miles
Sakania—Beira	<u>4,889 ,,</u> 6,057 miles
<i>Via BEIRA</i> : Tenke—Sakania	499 kil.
Beira—Southampton	<u>2,362 ,,</u> 2,861 kil. = 1,776 miles
Cape Town—Southampton	<u>7,574 ,,</u> 9,350 miles
<i>Via CAPE TOWN</i> : Tenke—Sakania	499 kil.
Sakania—Cape Town	<u>3,467 ,,</u> 3,966 kil. = 2,463 miles
Cape Town—Southampton	<u>5,987 ,,</u> 8,450 miles

DISTANCE VIA LOBITO BAY COMPARED WITH BEIRA

Tenke—Southampton : <i>Via Lobito</i>	1,168 miles rail and 4,889 miles sea
<i>Via Beira</i>	1,776 ,," 7,574 ,,"
Distance saved via Lobito route, 608 miles rail and 2,685 miles sea.	

DISTANCE VIA LOBITO BAY COMPARED WITH CAPE TOWN

Tenke—Southampton : <i>Via Lobito</i>	1,168 miles rail and 4,889 miles sea
<i>Via Cape Town</i>	2,463 ,," 5,987 ,,"
Distance saved via Lobito route, 1,295 miles rail and 1,098 miles sea.	



SHIPPING ALONGSIDE THE QUAYS AT LOBITO

RATES FOR PASSENGERS AND LUGGAGE

STATIONS	Distance from Lobito in kilometres	PASSENGERS						Excess Luggage per 10 kilogrammes
		1st Class A	1st Class AL	2nd Class B	2nd Class BL	3rd Class	B = Ordinary Fares BL = Sleeping Accommodation	
Catumbela ..	13	\$25	\$39	\$14	\$23	\$05	\$012	
Benguela ..	36	\$68	1 \$08	\$40	\$65	\$14	\$033	
Catengue ..	122	2 \$32	3 \$66	1 \$34	2 \$20	\$46	\$11	
Cubal ..	197	3 \$74	5 \$91	2 \$17	3 \$55	\$75	\$171	
Ganda ..	253	4 \$75	7 \$54	2 \$76	4 \$50	\$95	\$215	
Quingenge ..	297	5 \$55	8 \$81	3 \$22	5 \$25	1 \$11	\$249	
Cuma ..	317	5 \$91	9 \$39	3 \$43	5 \$59	1 \$18	\$264	
Robert Williams	397	7 \$35	11 \$71	4 \$27	6 \$95	1 \$47	\$323	
Nova Lisboa ..	426	7 \$84	12 \$53	4 \$56	7 \$42	1 \$57	\$344	
Vila Nova ..	480	8 \$76	14 \$04	5 \$10	8 \$28	1 \$75	\$383	
Bela Vista ..	502	9 \$13	14 \$66	5 \$32	8 \$63	1 \$83	\$399	
Chinguar ..	519	9 \$42	15 \$13	5 \$49	8 \$90	1 \$88	\$411	
Silva Porto ..	627	11 \$23	18 \$13	6 \$56	10 \$61	2 \$25	\$487	
Nova Cintra ..	675	12 \$00	19 \$43	7 \$01	11 \$33	2 \$40	\$52	
General Machado	702	12 \$43	20 \$15	7 \$27	11 \$73	2 \$49	\$539	
Cuanza ..	725	12 \$80	20 \$78	7 \$49	12 \$08	2 \$56	\$555	
Cuemba ..	784	13 \$74	22 \$37	8 \$05	12 \$96	2 \$75	\$595	
Munhangó ..	845	14 \$72	24 \$02	8 \$63	13 \$88	2 \$94	\$636	
Vila Luso ..	1035	17 \$73	29 \$11	10 \$42	16 \$69	3 \$55	\$765	
Luacano ..	1242	20 \$83	34 \$49	12 \$28	19 \$59	4 \$17	\$901	
Teixeira de Sousa	1334	22 \$21	36 \$88	13 \$11	20 \$88	4 \$44	\$962	
Luau ..	1347	22 \$41	37 \$22	13 \$22	21 \$06	4 \$48	\$971	

RETURN TICKETS

Issued for all classes with a rebate of 25 per cent. on the rate fixed in the General Tariff for two single tickets

The above charges are calculated on the basis of 4.50 gold escudos equals £1 gold, and are subject to alteration according to the rate of exchange.

THROUGH FARES BETWEEN LOBITO AND TENKE

1ST CLASS SINGLE FARES

Ordinary train with sleeper : Lobito—Luau	£8 15 5
Luau—Tenke	738.70 Belgian francs
Train de Luxe (trains run every 2 ¹² days to connect with Belgian steamers from Antwerp) : Lobito—Luau	£9 12 0
Luau—Tenke	738.70 Belgian francs

2ND CLASS SINGLE FARES

Ordinary train, with sleeper : Lobito—Luau	£5 0 2
Luau—Tenke	422.10 Belgian francs
Train de Luxe : Lobito—Luau	£5 9 7
Luau—Tenke	422.10 Belgian francs

RETURN TICKETS

Are issued for all classes at a reduction of 25 per cent. on the rate fixed in General Tariff for two single tickets.

Return tickets are available during 4 days for a 100 kilometres trip and during a further 2 days for each 100 kilometres or fraction above the first 100.

REGULATIONS WITH REGARD TO FARES FOR SLEEPING ACCOMMODATION

On most of the South and Central African Railway systems the cost of the fare includes the cost of sleeping accommodation, a nominal sum being charged in addition for bedding.

On the Benguela Railway, following the practice on most European Railway systems, the ordinary fare does not include sleeping accommodation. In consequence, the ordinary fare on the Benguela Railway costs considerably less per mile of travel than on those systems where sleeping accommodation is included, but it necessitates the payment of a supplement for a sleeping berth if such is required when travelling by night.

Notwithstanding this practice, the sum total of the cost of the fare and the sleeping supplement compares very favourably with the fares on other African Railway systems.

SLEEPING AND RESTAURANT CARS

First- and second-class corridor saloons with sleeping accommodation and restaurant cars are run on all through mail trains.

PRICE OF MEALS IN THE DINING-CARS

Breakfast	Ags. 12\$00
Lunch	20\$ 0
Dinner	24\$00

The Sleeping and Restaurant Cars are under the management of the Wagons Lits Company.

LUGGAGE

Each first- or second-class passenger is entitled to free transport of registered luggage up to 50 kilogrammes weight. This limit is reduced to 25 kg. for children travelling half-fare.

Third-class passengers are entitled to free transport of luggage up to 25 kg. This limit is increased to 50 kg. for settlers or soldiers travelling with tickets issued under Government requisition.



DEPARTURE OF MAIL TRAIN FROM BENGUELA FOR ELIZABETHVILLE

TRANSCONTINENTAL SERVICE CONNECTING PORTUGUESE EAST AFRICA WITH ANGOLA, PORTUGUESE WEST AFRICA

Through trains are now run from Lourenco Marques (Delagoa Bay) to Lobito, the 3,500 miles occupying practically 10 days.

Every 21⁴ days a De Luxe train is run from Elizabethville to connect with the sailings of the steamships of the Compagnie Maritime Belge at Lobito Bay.

PASSPORTS AND REGULATIONS CONCERNING FOREIGNERS ENTERING ANGOLA

Passage tickets will be handed over upon presenting of respective passports containing the following declaration made by the Portuguese Consulate Authority :

"Valid for Portuguese Colonies."

Passengers travelling through Angola are required to pay a transit fee of 15/- on entering the Colony and 15/- on leaving. It is probable that this tax will shortly be waived.

Visitors wishing to remain in Angola for any period exceeding 14 days are required, as in other African Colonies, to deposit £50, which amount is refunded to them on leaving the Colony.



TYPE OF FIRST CLASS COACH ON THE BENGUELA RAILWAY

GENERAL INFORMATION

PASSENGERS

Children under 3 years of age are conveyed free but are not entitled to a seat. Children between 3 and 7 years of age are charged half-fare. Whole fare is charged for children over 7 years of age.

Separate third class accommodation is provided for Natives and Europeans. Natives, if properly dressed in European clothes, may be allowed in travel in the superior classes.

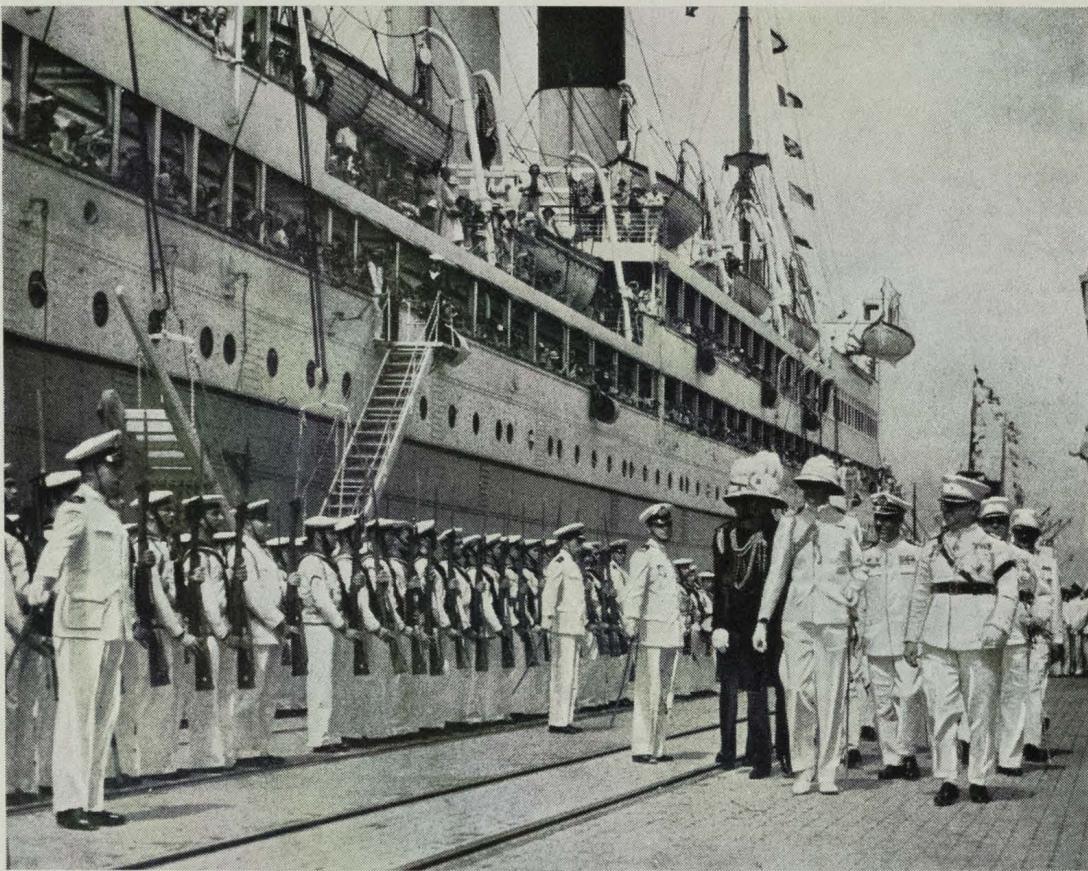
Native servants, clean and properly dressed, may accompany their masters in the coaches or reserved compartments, on payment of the fare for the class of carriage in which they travel.

At all stations where tickets are sold passengers can only occupy their places in the train after having obtained a ticket for the train and for the class they wish to travel by.

Passengers must show their tickets to the company's employees whenever requested to do so, and they must hand over the tickets either at the station of destination or to the ticket collector on the train during the last part of the journey.

Passengers boarding a train without having previously booked their proper tickets, should at once notify the train conductor of this fact. If the journey has been started from a station where tickets are sold, such passengers will have to pay the full normal fare, plus 25 per cent. over-charge; if from a station or authorised stop where tickets are not sold, only the ordinary full fare will be charged.

Passengers not holding the proper tickets issued for the train and class they occupy, and not having notified the train conductor, will be charged double the full ordinary fare, from the place at which they boarded the train to their destination.



H.R.H. THE DUKE OF KENT EMBARKING AT LOBITO ON R.M.S. WINDSOR
CASTLE FOR SOUTHAMPTON

If passengers cannot prove where they have boarded the train, double fare will be charged as from the last place where tickets were examined ; or, if no examination of tickets has been made, from the station from which the train started.

Passengers failing to present their tickets at station of destination, after train has left same, will be considered as having travelled first class and charged accordingly.

Passengers wishing to continue their journey beyond the destination shown on their tickets, or wishing to travel in a class superior to that for which they hold tickets, should notify the train conductor, and will be charged the extra fare for the excess journey, or the difference between fares corresponding to the two classes, plus, in each and either case, an over-tax of 5 per cent. If passengers fail to notify the train conductor, they will be charged, in each and either case, double the ordinary fare or the difference between the fares for the two classes.

The above regulations do not exempt passengers from any penalties they may have incurred and which may be enforced by a Court of Law, if criminal intention on their part is proved.

Passengers may leave the train at any station before the destination shown on their tickets, but the remainder of the journey will be forfeited, except in cases of "force majeure" duly reported to the station-master, who will, in such cases, revalidate the tickets for the next train to destination shown on same.

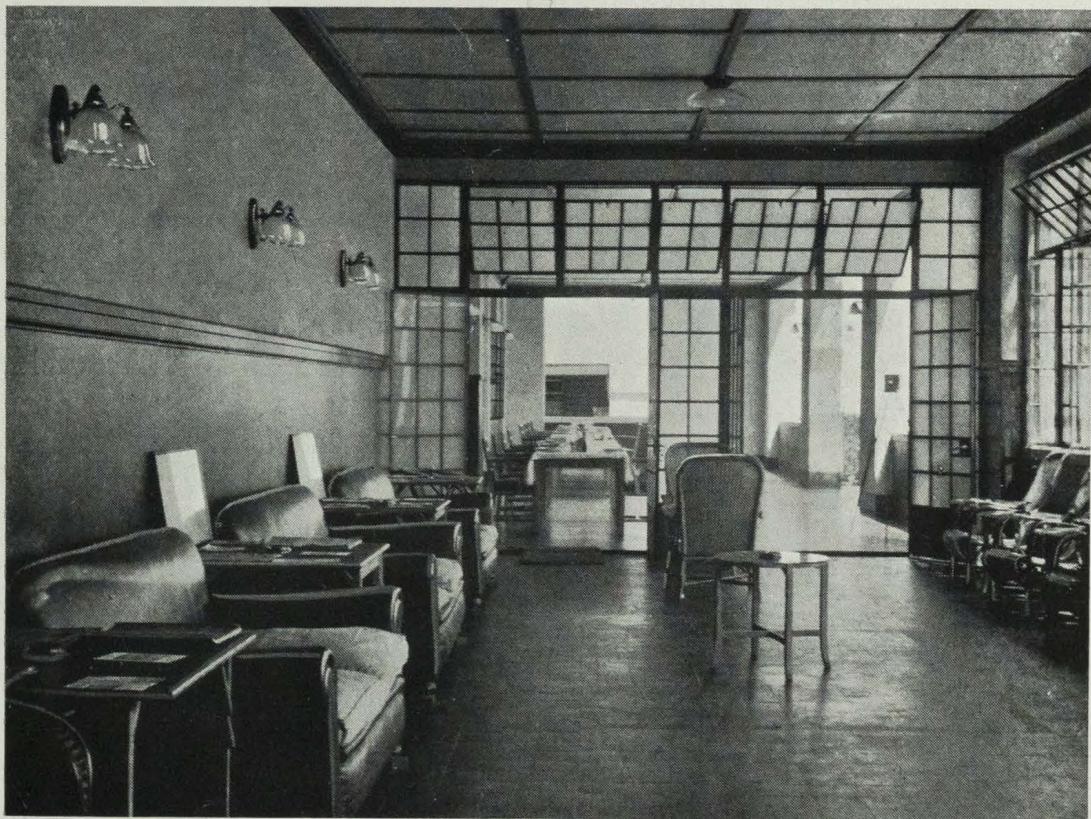
Description of Principal Stations on the Benguela Railway

LOBITO.—Railhead. Latitude $12^{\circ} 19' 0''$ S. Longitude $13^{\circ} 35' 30''$ E. Gr. (See paragraph on page 2.)

Perhaps the most fortunate circumstance in connection with the construction of the Benguela Railway was having at its terminus on the Atlantic Coast of Africa the landlocked harbour of Lobito Bay, admirably provided by Nature with the special topographical features which are invaluable for a port destined by its geographical position (see table of comparative distances on page 4) to hold a foremost place among the important shipping centres of the world.

The plan and panoramic view displayed on back cover convey a realistic idea of the Bay and harbour works, together with the lay-out of the large development scheme which will be undertaken by stages as the demand increases for additional facilities at the port.

A lighthouse marks the entrance to the Bay, and ships can enter under any weather conditions at any time of the day or night. It is undoubtedly the finest natural harbour in Africa, and experienced sailors have described it as having scarcely a superior in the world. A striking feature is the way in which the sand spit which forms the harbour shelves very rapidly at a slope of about two to one, so that large liners can be moored some 30 ft. from the shore.



THE LOUNGE. LOBITO HOTEL



VIEW TAKEN FROM THE ROOF OF THE MAIL TRAIN ON ITS ARRIVAL AT VILA LUSO

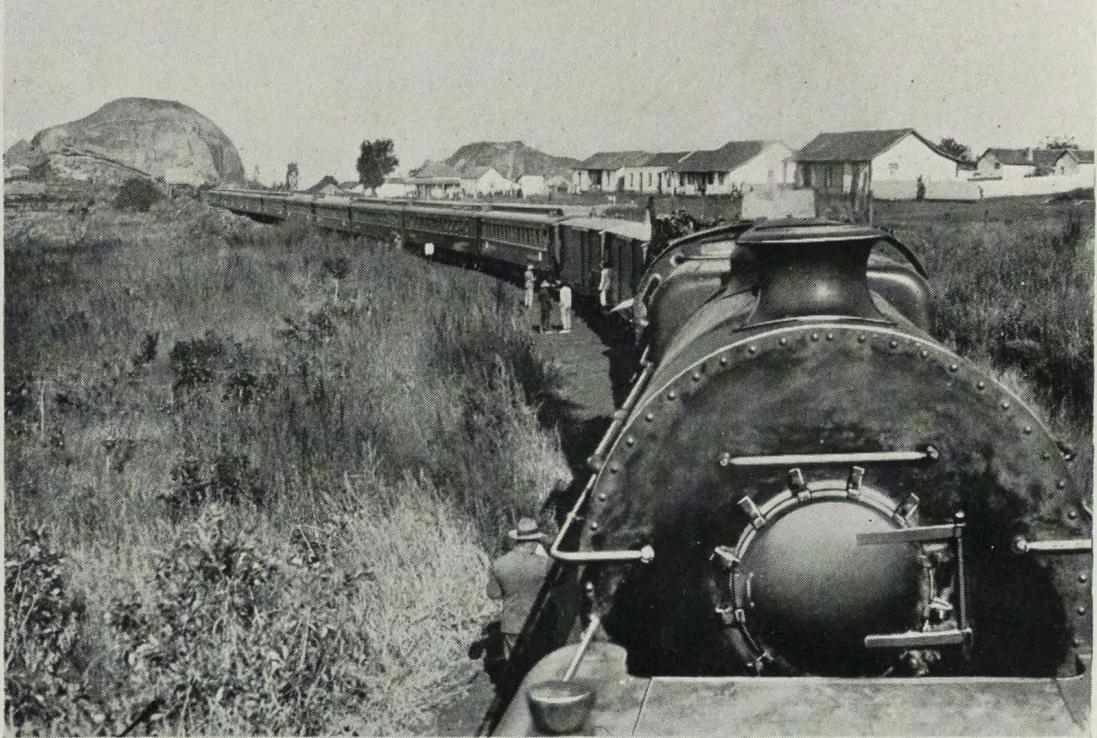
The sand spit has an average width of about 400 yds., and is the quarter where the head offices of the Benguela Railway Company, the Government Offices and the residences of the Government and railway officials are situated.

There is a Wooden Pier, belonging to the Benguela Railway, affording two berths, one 120 metres long, on the inside. The Government has built fine harbour works and the largest liners are able to berth alongside the quay-walls. The depth of water at the Railway Pier and at the quay-walls are, respectively, 15 and 10.5 metres (50 ft. and 35 ft.). Vessels of all nationalities call at Lobito, which is provided with coal and oil bunkering stations.

The chief exports are maize, wax, hides, sugar, salt, oil seeds. Cattle for slaughter and dried fish for native food are also being exported in increasing quantities. There is a Municipal Council, Municipal Court, Notary Public, Customs, one Company of Native Troops, and a Hospital (C. F. B.). Lobito is in direct communication with the remainder of Angola and with all foreign countries by means of a Radio Station, a Cable Station (at Benguela), Government telegraph lines, and the Benguela Railway telegraph line, which can be utilised by the public. British, German and Belgian Vice-Consulates. Many important commercial firms.

The Benguela Railway Company has built a first-class Hotel, which is under the management of the Wagons Lits Company. The climate being temperate, Lobito has a fine record for child welfare. Out of a population of 1,000 Europeans there are approximately 250 children. The cost of living is very reasonable, and all provisions, meat, vegetables, and fish are procurable at a moderate price.

CATUMBELA.—An important industrial and agricultural town where the electrical generating plant which supplies power to Benguela and Lobito, and the large sugar plantations of Cassequel,



THE MAIL TRAIN AT LEPI STATION

are installed. The Cassequal Estates now have two large sugar factories, capable of producing 18,000 tons of sugar. The same Company own a distillery for the production of alcohol from the molasses of sugar, with a capacity of 30 hectolitres (about 60 gallons) per day. Large salt pans are also worked in Catumbela and are the property of Sociedade Agricola da Ganda. Stone-quarrying and lime-kilns are extensively worked.

The supply of water to Lobito is obtained from river Catumbela, there being two pumping plants, the oldest one belonging to the Benguela Railway, and the other to the Government water supply. Water mains are laid down to Lobito, the supply is plentiful, and the water is very good.

BENGUELA is the seat of the Government of the District of same name, of an Administration, and of a Law Court ; head offices of the District Departments of Finance, Customs, Posts and Telegraphs, Political and Civil Administration, Public Works, Surveys and Health, Military Garrison, Secretariat, Ordnance, etc. Hospital. Schools. Civil, Criminal and Commercial Law Courts.

Agencies for the Navigation Companies and Banks. Consular Agents for Great Britain, Belgium, Greece and Norway. Cable Station (Eastern Telegraph Co.). Numerous commercial firms ; Press ; carpenter and smith shops, ice plants, printing press, tile and brick plants. Theatre, hotels.

CATENGUE is of some importance as the shipping station on the Railway for cattle coming from Mondombes, Cuporola and Quilengues. There are two small hotels at Catengue.

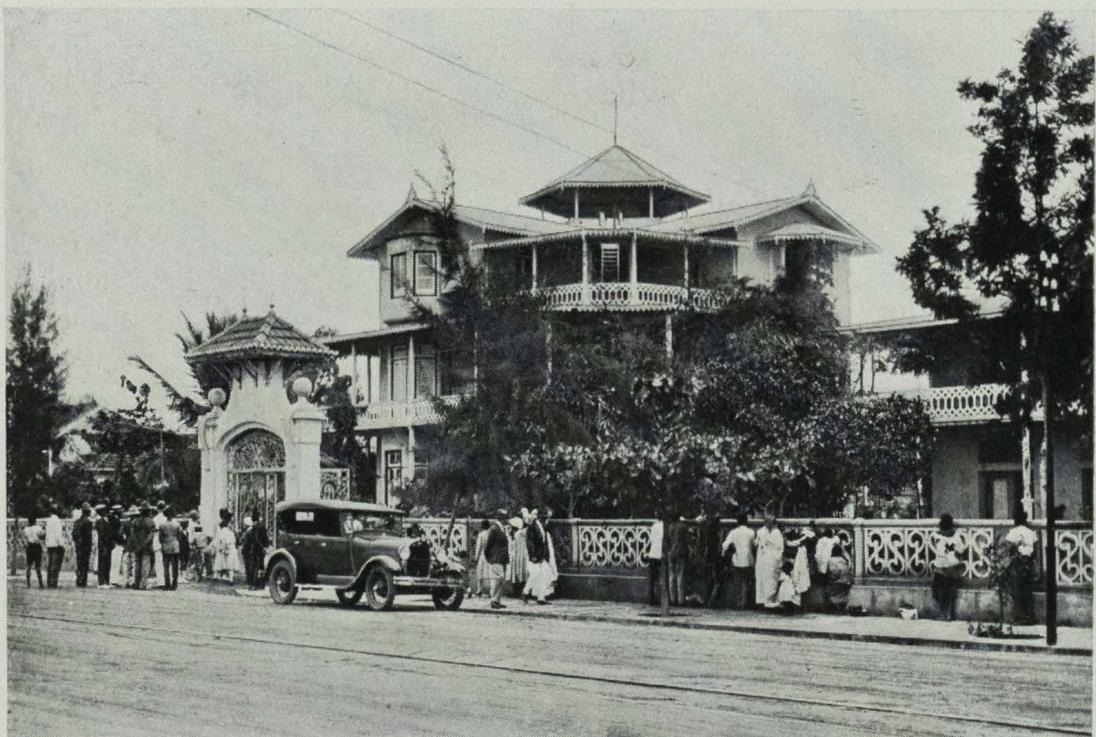
CHIMBOA.—Small station which serves the important plantations belonging to the "Sociedade Agricola da Chimboa"—maize, fruit, coffee plantations.

GANDA has developed remarkably of late, having good buildings, well laid-out streets properly planted with good trees, etc. European population, approximately 225. Several important commercial firms are established there, also good saw mills. Ganda "circunscrição" has a large native population, and there are splendid roads, very well kept and with good bridges, which may be counted among the best in Angola. It is the station for Caconda and the adjoining rich agricultural district, and is connected with same by a good and most picturesque road which goes across the mountains of Chindumba. There are also important coffee plantations.

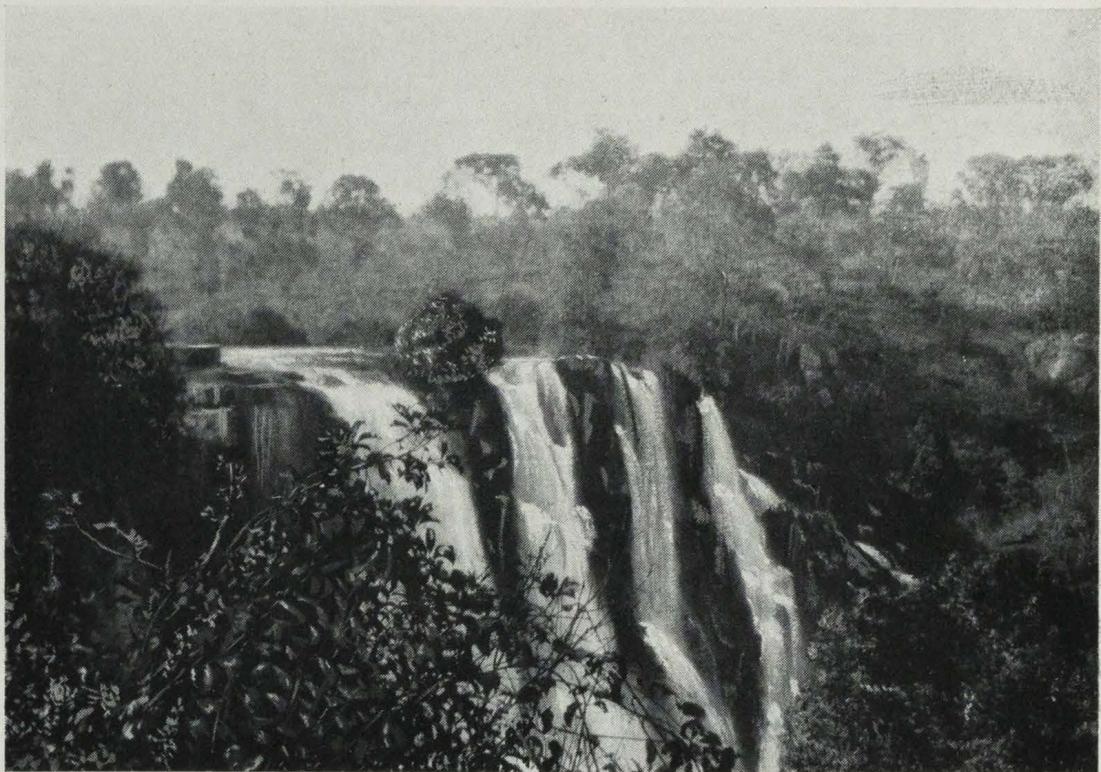
Near Ganda village a Government Experimental Farm, and the Catholic Mission of Ganda are to be found.

At km. 269 of the railway is the important property of Alto Catumbela, 10,000 acres in extent, belonging to "Benguela Estates, Ltd.," where sisal is being planted on a large scale, some four million plants of "agave sisalana" having already been put down; the production this year will amount to 1,200 tons of first-class sisal, for which the highest world price is being obtained; other plantations are being tried. The Farm is connected with Ganda station by means of a good road, and has its own private railway siding. "Benguela Estates, Ltd." is a Company organised for the development of this and other agricultural properties in the Benguela District and was organised by the Zambezia Exploring Co., which is intimately connected with the Companhia do Caminho de Ferro de Benguela.

QUINGENGE has progressed remarkably in the last few years as an important commercial centre. The chief commerce is of maize and provisions, which are brought to this station over the roads from Ganda, Balombo, etc. There are several important commercial firms, and some good buildings.



THE RESIDENCE OF THE GOVERNOR-GENERAL OF ANGOLA AT LOBITO BAY



THE CUEMBA FALLS

CUMA.—Several important commercial firms were established at this place.

LONGONGE.—Important for its large tile and brick factory, "A Resistente," the manufactured products of which are largely exported to all points along the line.

LEPI.—Exceptionally situated on the high slopes of the Lepi range, 1,637 metres (roughly, 5,500 ft.) above sea-level, with a magnificent view. Lepi water is considered the best in the country opened up by the Benguela Railway, and is sent to various places along the line. Owing to its fine situation and splendid climate, Lepi has often been indicated as the most suitable place for a sanatorium.

The section of the line between Lepi and Calenga is particularly interesting, both from an engineering point of view and from the fine scenery. Shortly before Calenga, at km. 383 the line passes Lepi summit, the highest point on the line, at an altitude of 1,854 metres (6,180 ft.).

CALENGA is a very healthy place, extremely suitable for European settlement, and is the centre of important agricultural developments, chiefly fruit and vegetables, and is the largest producer of potatoes in the country.

VILA ROBERT WILLIAMS.—So named as a tribute to Sir Robert Williams, Bart., to whose untiring efforts the construction of the Benguela Railway is due. It is one of the most flourishing and prosperous settlements on the plateau, and has important commercial undertakings.

There are some 25 commercial houses, eight industrial establishments, and two hotels. It is connected with all parts of the Colony by very good roads.

NOVA LISBOA.—Nova Lisboa is the centre and administrative headquarters of the high plateau of Benguela. The climate is excellent and eminently suitable for European colonisation. There are numerous rivers, and the climatic and soil conditions alike are suitable for cultivation of cereals and other products of temperate zones, such as fruit and vegetables.

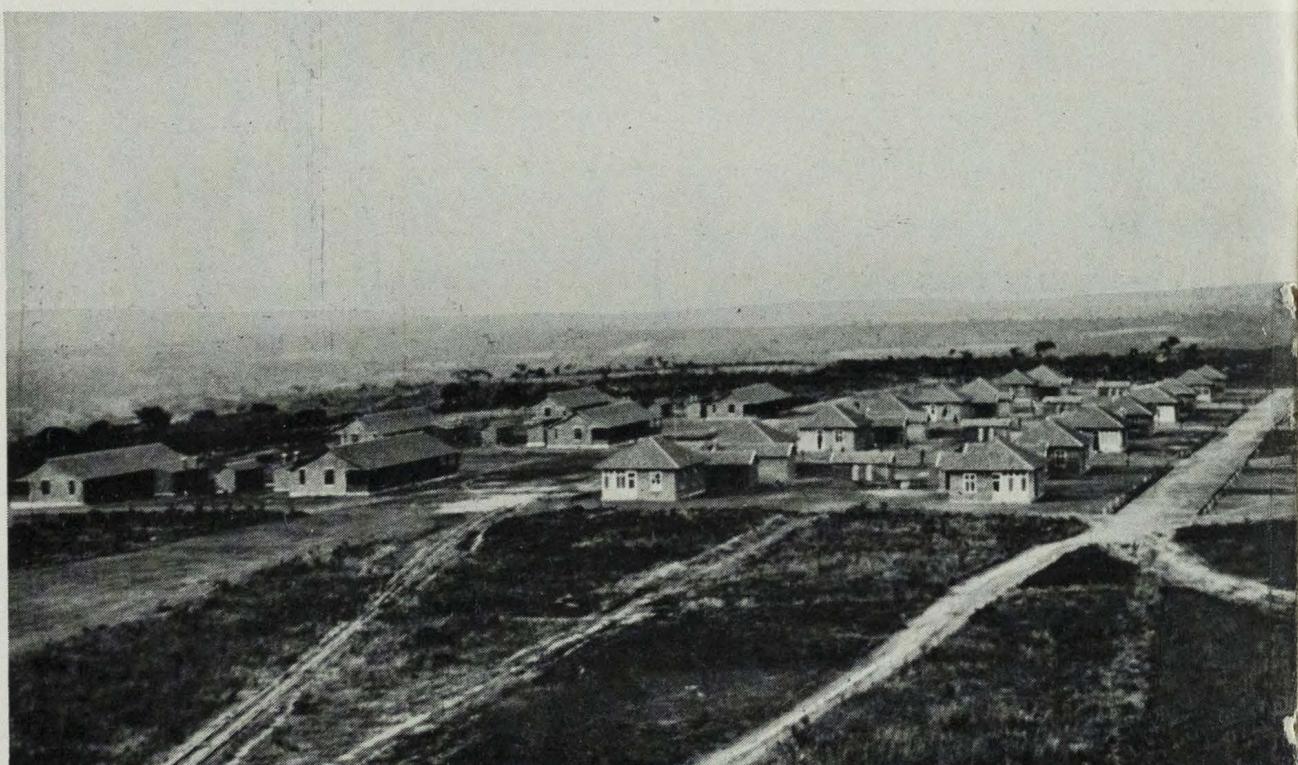
The Companhia do Caminho de Ferro de Benguela has built in Nova Lisboa its Main Repair Shops, which are the best, most modern and most perfect railway shops in Africa. Power for the shops and lighting is obtained from a hydro-electric plant on the river Cuando, 18 km. (12 miles) distant.

The Geological Mission of Angola, a Department of the Agricultural Services and the Technical Committee of Motor Transport of the 3rd zone, are established in Nova Lisboa.

There is an aviation ground and its respective sheds, and Government Wireless Station. Nova Lisboa is the most important business centre in the hinterland of Angola. Numerous commercial firms, industrial establishments, flour mills, tile and brick press, saw-mills, tanning, carpentry, mechanics, automobile repair shops, etc.

Agencies for the Banco de Angola and various Companies, Hotels, Cinema. Schools.

Roman Catholic Mission of Nova Lisboa (Cuando) and American Mission of Dondi (Bela Vista).



GENERAL VIEW OF RAILWAY EMPLOYEES' GARDEN CITY AT NOVA LISBOA, WHERE



LOBITO BAY

The Atlantic Terminus of the Benguela Railway. The Bay is $2\frac{1}{2}$ miles in length and one mile wide and a new up-to-date Quay has recently been completed. A modern hotel with the latest improvements necessary for luxury and comfort has just been built by the Benguela Railway and the management has been entrusted to the Wagon-Lits Co. All the year round bathing can safely be enjoyed on the Lobito beach.

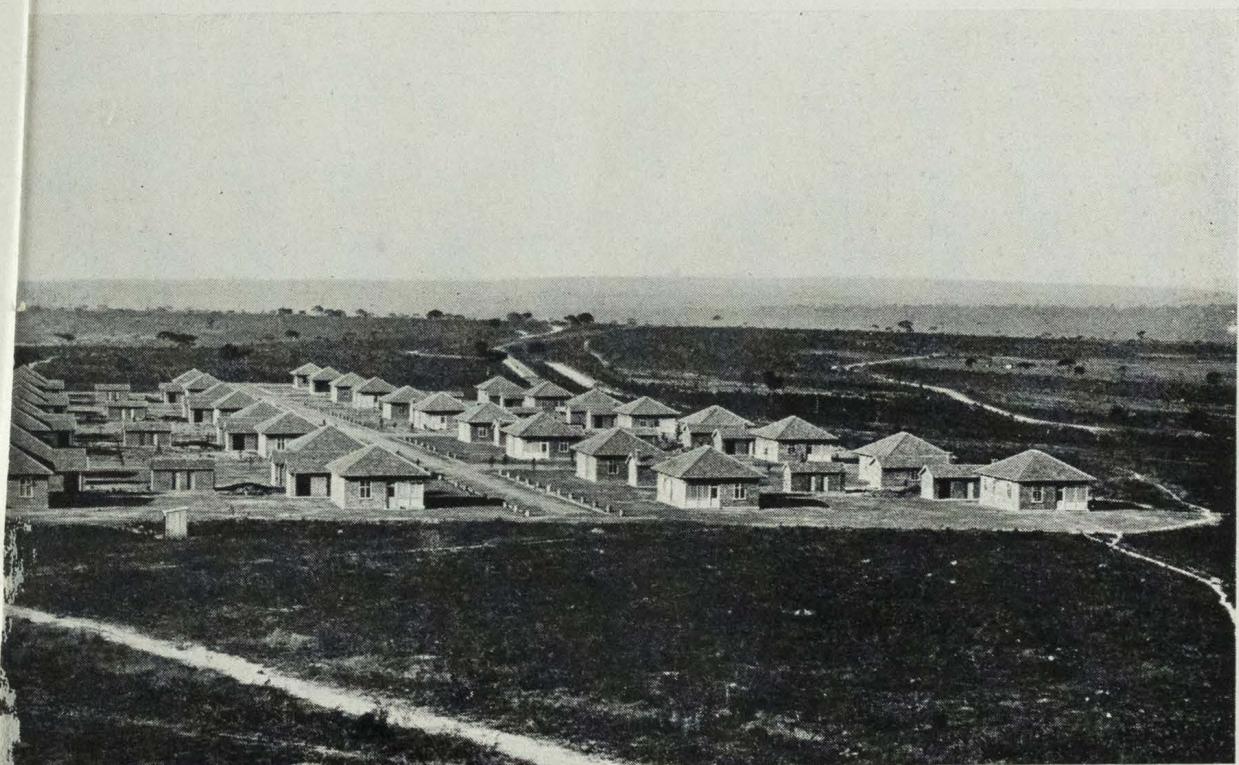
Nova Lisboa is the centre of a vast system of splendid roads, connecting it with all points of the Colony. In the area of the "circunscrição" itself there are over 700 km. (over 420 miles) of good motor roads.

VILA NOVA is a flourishing settlement, with sixteen commercial houses, three industrial ones and an hotel. The climate is remarkably good as can be gathered from the fine, healthy appearance of the numerous European children in the place.

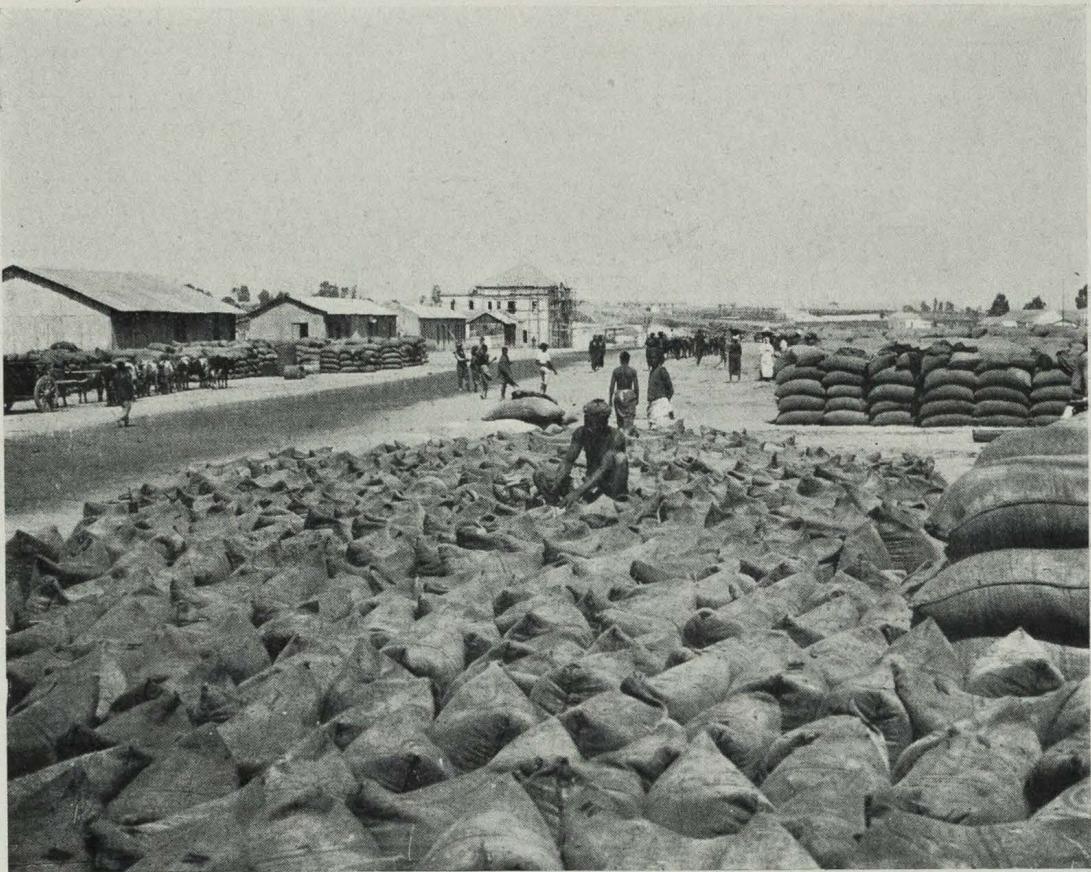
CHINGUAR.—It is a fairly important business centre. The chief exports from Chinguar are maize, hides, oil-seeds and some wax.

SILVA PORTO.—Many important commercial establishments. Flour mills and tile and brick manufactory. Bank Agency, Schools, Hotels, Theatre.

Bié District has an excellent climate, and its soil is very fertile, with numerous rivers; transport facilities are ensured by the Benguela Railway and by a good road system; for all these reasons Bié is generally considered as the most suitable district in Angola for European colonisation. Many agricultural enterprises have been started in the district, some of which are flourishing ones. Part of the district is also very suitable for cattle ranching. "Angola Estates, Ltd." have a cattle ranch named Cassandola, 60 km. (36 miles) from Silva Porto, where very good results are being obtained in selected stock.



THE MOST UP-TO-DATE RAILWAY WORKSHOPS IN AFRICA HAVE BEEN BUILT



MAIZE AWAITING SHIPMENT AT NOVA LISBOA STATION

VILA GENERAL MACHADO.—So named as a tribute to the memory of the late General Sir Joaquim José Machado, one of the men to whom the construction of the Benguela Railway is largely due.

Vila General Machado is now a flourishing commercial settlement, with numerous houses and two hotels. There is a Government Wireless Station.

CUEMBA.—This station serves the "Cuemba Plantations, Ltd.,," one of the largest and most important agricultural undertakings in Angola. Sisal, coffee and tobacco. Sisal decorticating works. At about 1 km. from the railway are the beautiful Cuemba falls. A small part of the power available from these falls has been utilised by Cuemba Plantations, which have installed two 125 kw. units.

VILA LUZO.—Good buildings have already been erected at Vila Luzo, such as the Government Residence, Hospital, etc. There is also a Government Wireless Station.

VILA TEIXEIRA DE SOUSA.—Last station on the Benguela Railway, at km. 1,334, 13 km. from the Angola-Belgian Congo frontier on the River Luau (km. 1,347).

The place was named "Vila Teixeira de Sousa" as a tribute to the memory of the great Portuguese Statesman who signed the Concession Agreement for the Benguela Railway.

It is the seat of a Frontier "Circunscrição," and houses are being built for the installation of the various Government departments.



H.M.S. DELPHINIUM AND THE UNION CASTLE COMPANY'S R.M.V. CARNARVON CASTLE IN LOBITO BAY

SHIPPING LINES SAILING FROM ENGLISH AND CONTINENTAL PORTS TO LOBITO

COMPAGNIE MARITIME BELGE, 61 Rempart Ste. Catherine, Antwerp.
Agents : Messrs. Elder Dempster & Co., Ltd., Colonial House, Liverpool, and Fenton House, 114, Fenchurch Street, London.

Express service from Antwerp every ~~21~~¹⁴ days, one outwards and homewards. The Benguela Railway Company runs De Luxe trains in connection with the arrival at and departure from Lobito with these steamships.

Sea passage about 17 days. Rail journey between Lobito and Elizabethville, 3 days.

FARES

FROM ANTWERP :

1st Class	8650 Belgian Francs.
1st Class (single berth cabin)	9945 Belgian Francs.
2nd Class	6650 Belgian Francs.

These fares are temporarily reduced by 30 per cent.

COMPANHIA NACIONAL DE NAVEGAÇÃO, Rua do Comercio 85, Lisbon.

FROM LISBON. Outwards, 1st and 4th Saturday every month. Homewards, twice a month. Sea passage, 23 and 17 days respectively.

Minimum fares, including all taxes :

Stateroom	Esc. 6377 \$00
1st Class, outside	5442 \$00
1st Class, inside	4522 \$00
2nd Class	3343 \$00

£1 sterling = Esc. 110 \$00.

THROUGH FARES AT REDUCED RATES

From Lobito to :	London	Brussels	Paris	Berlin	Genoa	Warsaw
By SUD-EXPRESS						
1st class De Luxe	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1st class De Luxe	54 10 0	52 4 0	51 0 0	57 0 0	51 5 0	60 5 0
1st class, special..	48 4 0	45 18 0	44 14 0	50 14 0	44 19 0	54 0 0
1st class ..	42 13 0	40 7 0	39 3 0	45 3 0	39 8 0	48 8 0
2nd class ..	35 12 0	33 6 0	32 2 0	38 2 0	32 7 0	41 8 0
By EXPRESS TRAIN						
1st class De Luxe	49 15 0	47 9 0	46 6 0	52 6 0	47 16 0	55 11 0
1st class, special..	43 9 0	41 3 0	40 0 0	46 0 0	41 10 0	49 5 0
1st class ..	37 18 0	35 12 0	34 9 0	40 9 0	35 18 0	43 14 0
2nd class ..	27 17 0	26 3 0	25 7 0	28 18 0	26 7 0	30 18 0

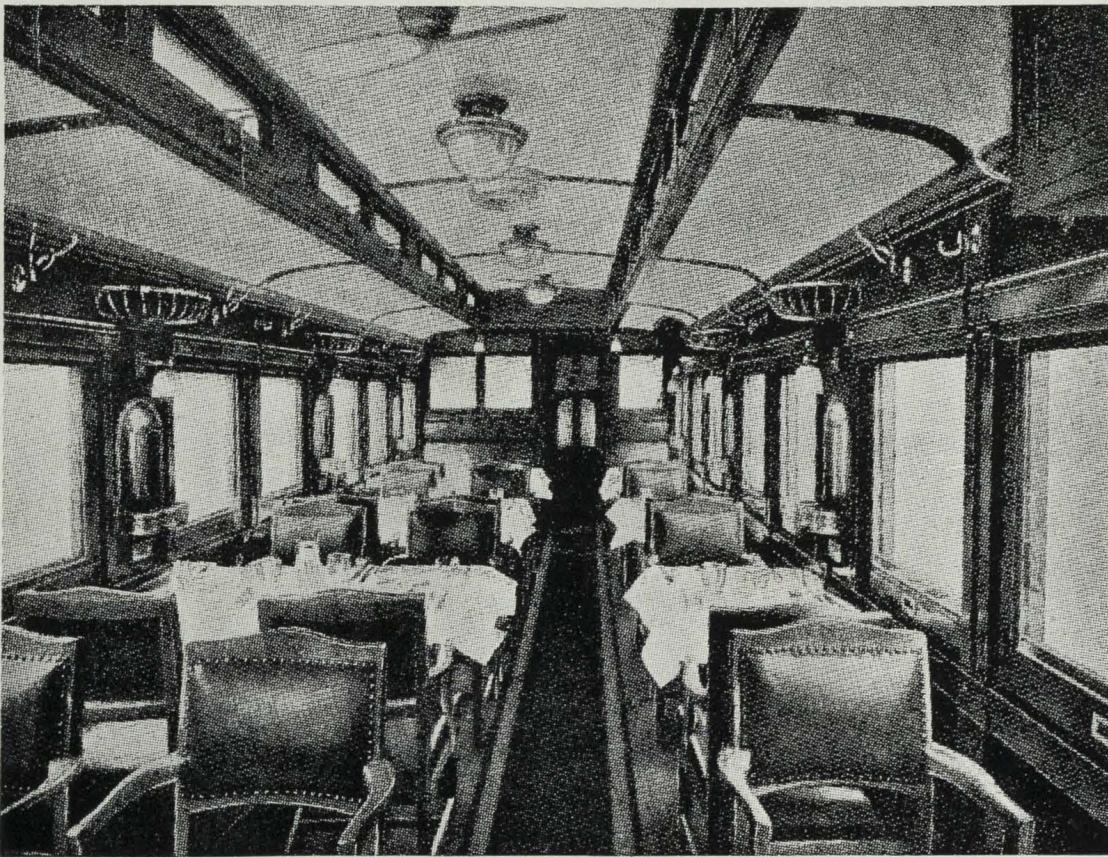
COMPANHIA COLONIAL DE NAVEGAÇÃO, Rua do Instituto Virgilio Machado 14, Lisbon.

EXPRESS SERVICE LISBON/LOBITO AND *vice versa*.

From Lisbon. Outwards on the second Saturday of every month. Homewards, 15th/18th of every month.



A SPECIAL SALOON COACH WITH SLEEPING ACCOMMODATION, BUILT BY THE METROPOLITAN-CAMMELL CARRIAGE WAGON AND FINANCE CO., LTD., AT SALTLEY WORKS, BIRMINGHAM



A DINING SALOON BUILT BY THE METROPOLITAN-CAMMELL CARRIAGE WAGON AND FINANCE CO., LTD., AT SALTLEY WORKS, BIRMINGHAM

FARES TO LOBITO, FROM LISBON, including Government and Embarkation Taxes :

1st Class, De Luxe	..	..	..	..	Esc. 6,381.50
1st Class, Special	..	..	..	..	5,461.50
1st Class	..	..	..	..	4,526.50
2nd Class	..	..	..	..	3,347.50

THROUGH PASSAGE SERVICE.

We have also a direct passage service to Paris, Brussels and Antwerp, the fares being the above-mentioned ones, plus the train journey as follows :

1st Class Lisbon/Paris by Express Train	..	..	..	..	1,143.75
2nd Class Lisbon/Paris	„	„	..	..	811.15
1st Class Lisbon/Brussels	„	„	..	..	1,379.15
2nd Class Lisbon/Brussels	„	„	..	..	973.90
1st Class Lisbon/Antwerp	„	„	..	..	1,413.95
2nd Class Lisbon/Antwerp	„	„	..	..	998.40

By Sud-Express to Paris the following additional charges will be collected :

1st Class	..	..	..	..	..	Esc. 764.05
2nd Class	..	..	..	..	..	620.60

These fares are subject to alteration.

UNION-CASTLE LINE, 3, FENCHURCH STREET, LONDON, E.C. 3.

Monthly service. Sea passage, 15/18 days.

FARES TO LOBITO FROM LONDON

1ST CLASS

Fares from £40 to £60, according to grade of accommodation.

TOURIST CLASS

Fares from £18 to £24, according to grade of accommodation.

Return tickets are issued at a reduction of 10 per cent. off the amount of two single fares.

All sailings and fares are subject to alteration without notice.

GERMAN AFRICAN LINES.

From Southampton, Hamburg, Rotterdam and Antwerp. Regular monthly service. Sea passage about 22 days. London agents, Wm. H. Muller & Co., Greener House, 66/68, Haymarket, London, S.W.

FARES

Via Canaries. Via Suez.

1st Class, from	£42	£75
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Tourist Class, from	£25	£42
---------------------------------	-----	-----

Return Tickets are issued at a reduction of 10 per cent. off the amount of Two Single Fares.



A GROUP OF TOURISTS AT THE ENTRANCE OF THE BRIDGE OVER THE RIVER CUANZA

AMERICAN LINES.

AMERICAN WEST AFRICAN LINE (Barber Steamship Lines).

ELDER DEMPSTER & Co., LTD.

Monthly sailings from New York. Sea passage approximately 5-6 weeks.

NAVIGAZIONE LIBERA TRIESTINA S.A.

Service from main Italian ports and Marseilles. For fares, freight rates and further particulars, please apply to the London agent : M. C. Fred Hunter, 34, Great St. Helen's, E.C. 3.

HOUSTON LINE (LONDON), LTD., 4, St. Mary Axe, London, E.C. 3.

As inducement offers. Sailings from Middlesbrough, Antwerp and London. Sea passage 18 to 19 days.

CLAN LINE STEAMERS, LTD. (Managers, CAYZER IRVINE & Co., LTD., 2, St. Mary Axe, London, E.C. 3).

As inducement offers. Sailings from Glasgow and Liverpool. Sea passage 16 to 17 days.

PASSENGER AGENTS

For information regarding shipping services and fares mentioned in previous pages, intending passengers should communicate with one of the following Travel Agencies or any of the principal Passenger Agents in the United Kingdom and abroad.

MESSRS. THOS. COOK & SON, LTD., & WAGONS LITS,
Berkeley Street, London, W. 1, and all branch agencies.

LEOPOLD WALFORD SHIPPING LTD., ~~29, Great~~
~~St. Helen's, London, E.C. 3.~~ 46-63, ST. MARY AXE, LONDON, E.C. 3.

AGENCE MARITIME INTERNATIONALE S.A. BUREAU
DE VOYAGES, I, Meir, Antwerp.

JOHN P. BEST & CO., Sté Ame., 35, Place Verte, Antwerp.

ELDER DEMPSTER LINES, LTD.,
Colonial House, Water Street, Liverpool 2,
Criterion Buildings, 24/36, Lower Regent Street, S.W. 1.

THE AMERICAN EXPRESS COMPANY, INC.,
6, Haymarket, London, S.W. 1,
11, Rue Scribe, Paris,
65, Broadway, New York,
and 90 Branches throughout the World.

PARRY, LEON & HAYHOE (SOUTH AFRICA) LTD.,
5, Fenchurch Street, E.C. 3.

DEAN & DAWSON LIMITED, 7, Blandford Square, N.W.1.

MESSRS. WM. H. MULLER & SONS,
Greener House, 66/68, Haymarket, London, S.W. 1

JAN L. MOORE & CO.,
Broken Hill.

Arrangements are now completed so that through bookings to destinations in Congo Belge and Rhodesia can be made.

FREIGHT

GENERAL TRAFFIC AGENTS

LEOPOLD WALFORD SHIPPING, LTD.,
~~29, Great St. Helen's, London, E.C.3.~~ 46-63, ST. MARY AXE, LONDON, E.C.8

Telephone : Avenue 7200. Telegrams : "Walfship, Stock, London."

THROUGH BILLS OF LADING ISSUED AND THROUGH
RATES QUOTED TO DESTINATIONS IN
ANGOLA, KATANGA AND NORTHERN RHODESIA

QUICK AND RELIABLE TRANSIT SERVICE MAINTAINED

Particulars may also be obtained from the following sub-agencies :

GLASGOW.—GILLESPIE & NICOL, 68, Gordon Street, C.I.

LIVERPOOL.—LEOPOLD WALFORD TRANSPORTS, LTD., 105, The Albany, Old Hall Street.

MANCHESTER.—LEOPOLD WALFORD TRANSPORTS, LTD., Temple Buildings, Temple Street.

NEWCASTLE.—LEOPOLD WALFORD TRANSPORTS, LTD., Exchange Building, Quayside.

EUROPE

GENOA.—PAOLO SCERNI, Piazza Nunziata 64.

GOTHENBURG.—FALLENIUS & LEFFLERS, A.B.

**HAMBURG.—BLOTHNER & GRAFE, Dovenhof.
KERSTEN HUNIK & Co., Chilehaus A.**

PARIS.—CIE. FRANÇAISE DE MARINE ET DE COMMERCE, 6, Rue de Seze.

AFRICA

BULAWAYO.—PARRY, LEON & HAYHOE, LTD., P.O. Box 357.

JOHANNESBURG (and branch offices).—COHEN, GOLDMAN and Co., 37/48, Stanley House, Loveday and Commissioner Streets.

JOHANNESBURG (and branch offices).—PARRY, LEON & HAYHOE, LTD., P.O. Box 1101.

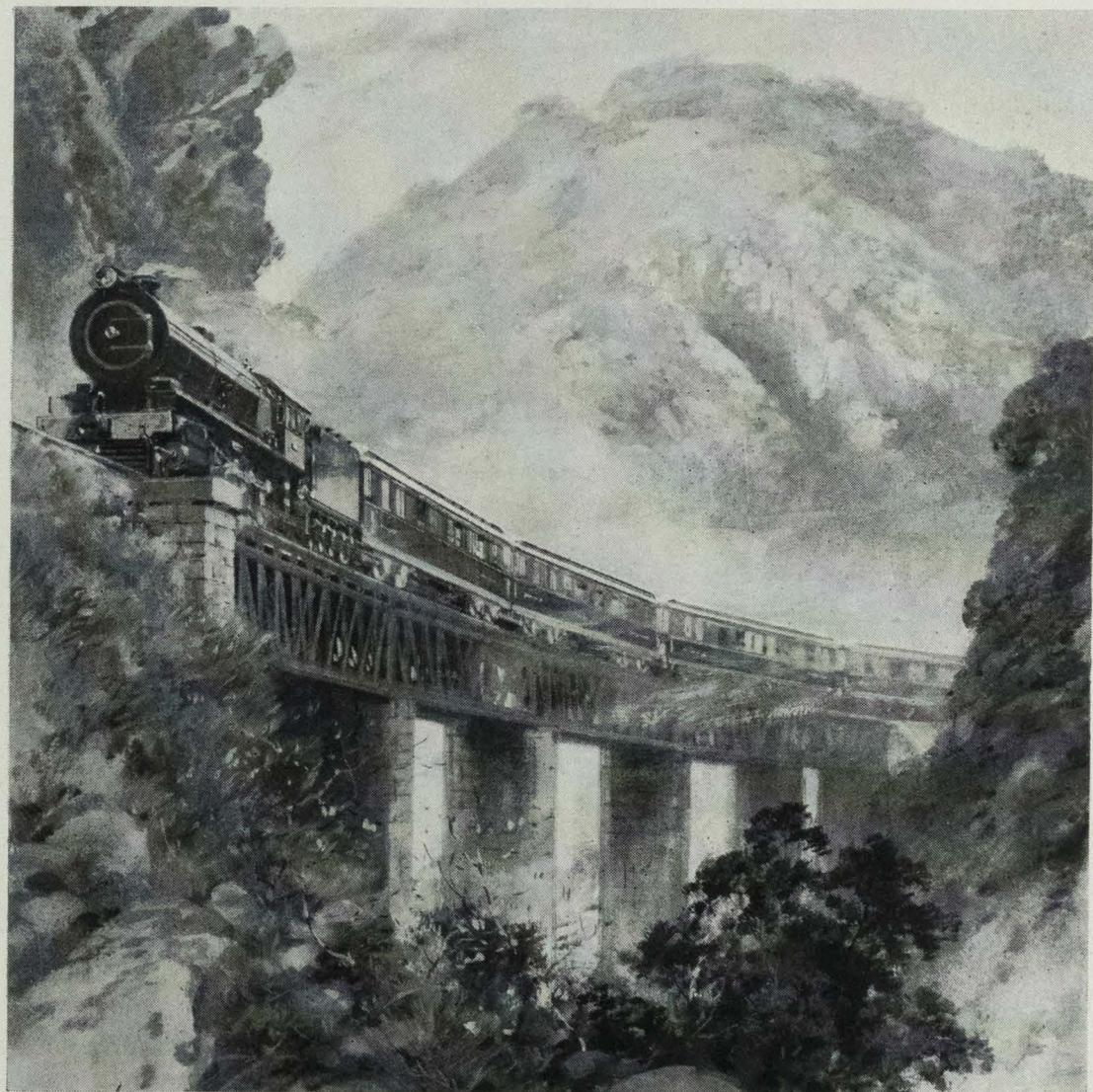
LOBITO.—CIA. INDUSTRIAL DO LOBITO, Caixa Postal 17.

N'DOLA.—HYAM SCHULMAN, P.O. Box 67.

U.S.A.

NEW YORK.—A. L. BURBANK & Co., LTD., 8-10, Bridge Street.

DRAEGER SHIPPING Co., INC., 8-10, Bridge Street.



MAIL TRAIN PASSING THROUGH THE LENGUE GORGE



CATTLE HERDS BELONGING TO THE ANGOLA ESTATES GRAZING ON ONE OF THE FARMS OF THIS COMPANY IN THE HIGHLANDS OF ANGOLA

ANGOLA

Angola has an estimated area of 510,670 square miles with a population of some 4,000,000 souls. The whole district served by the railway has considerably developed, and there have sprung up important trading centres at Cuma, Lepi, Caala, Nova Lisboa, Boas Aquas, Vila Nova, Bela Vista, Chinguar, Nova Cintra and Vila General Machado.

The two primary industries of Central and Southern Africa—agriculture and mining—are largely dependent on each other. The supply of foodstuffs consumed daily on the mines is of great importance to the farming communities. Angola, which will doubtless be recognised in the near future as one of the great agricultural and pastoral areas of Africa, will be one of the sources from which the minefields of Katanga will draw for their food supply now that Lobito Bay is connected by rail with that district.

AGRICULTURE

The prospects for farming in Angola are most promising. Experience proves that coffee, maize, palm oil, coconuts, irrigation and rain crop cotton, potatoes, rice, peas, beans, rye, oats, barley, tobacco, sugar, wheat and sisal can be cultivated, while pineapples, lemons, oranges, tangerines, apples, pears, peaches, medlars and plums are fruits that do well when grown in suitable districts. Locusts are seldom seen and rinderpest and fly diseases have never menaced the cattle industry.

With the accessibility now afforded by the Benguela Railway there are admirable opportunities for mixed farming on the Central Plateau. This tableland is about 400 miles in breadth with an average altitude of 4,500 ft. It is well wooded and well watered by a regular rainfall which varies between 45 in. and 50 in. per annum. Pigs do particularly well in this highland district, and cattle, horses, donkeys, sheep, goats and poultry thrive with ordinary care and attention. Maize is extensively cultivated.

The wheat crop is yearly increasing in quantity, especially in Bié and parts of the Benguela district, and beeswax collected by the natives in the Moxico district finds a good market. To the south of the railway large quantities of rice are grown.

In the Huila district there are approximately 35,000 head of cattle, and this is the best district for stock farming owing to its sweet pasture.

Sugar is the principal crop of the coastal plain, and many thousand tons are produced each year by the various companies engaged in this industry.

The cultivation of sisal in Angola is becoming of increasing importance. It has been demonstrated that this crop can be successfully grown on a large commercial scale, and both the quality and cost of production compare more than favourably with that of sisal estates on the East Coast of Africa, the home of the industry. The shorter sea voyage to the European markets brings the benefit of a lower freight, and the consignments of first-class fibre which are now being regularly exported find a ready sale.

CLIMATE

The climate of Angola is by no means tropical like many parts of West Africa, but is very similar to that enjoyed on the high veld in the Transvaal, and in the highlands during the winter months the nights can be extremely cold, with frost.

There are well-defined dry and wet seasons, with a regular rainfall. Though the climate of the sea board is tropical it is refreshed by the cold Antarctic current flowing past it from the south. There is comparatively little malaria and East Coast fever is unknown.

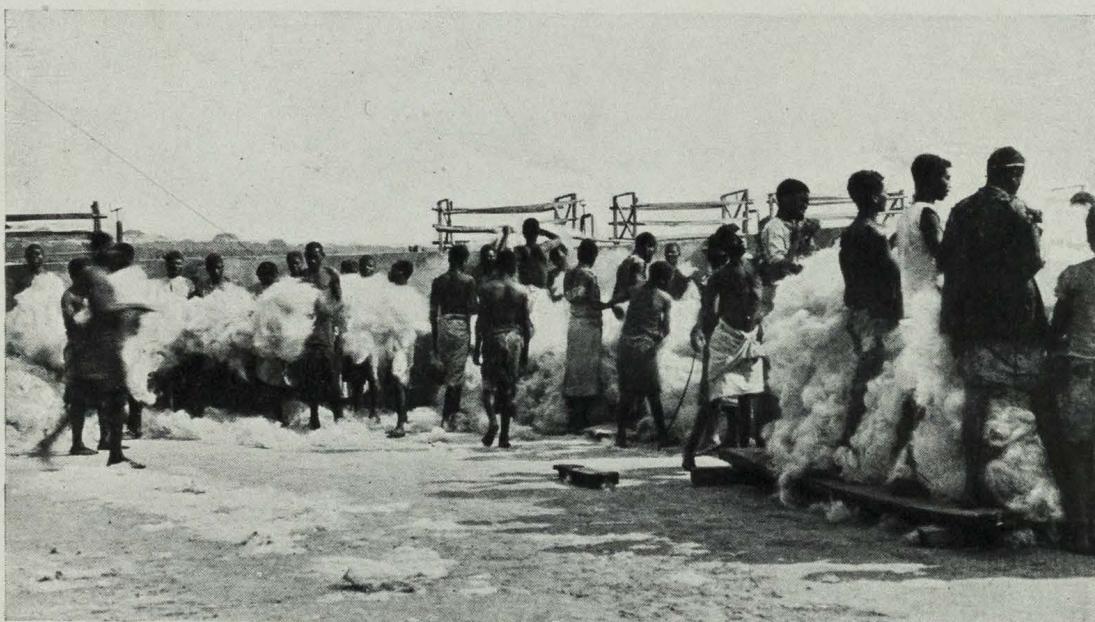
LAND SETTLEMENT

From the above summary it can be well appreciated that Angola is eminently suitable for white settlement, but notwithstanding the great attractions of such a proposition it should be borne in mind that the country is still in its initial stages of development, and in consequence the intending settler should have sufficient capital at his disposal both to develop his land and to tide him over the intervening period before his farm has reached the profit earning stage.

Applications for land should be made to The High Commissioner of Angola at Loanda, and a concession can be obtained for : (1) an area of 12,500 acres if required for agricultural purposes ; (2) an area of 125,000 acres if required for cattle ranching.

The concessionaire is obliged to pay the cost of demarcation, which can be carried out either by a government surveyor to whom a fixed fee is payable, or a recognised private surveyor can be employed. A small rent has to be paid for the land and when sufficiently developed a definite title will be granted, the concessionaire being protected in the meanwhile by a provisional title. Ultimately a freehold can be obtained by paying a sum equal to twenty times the yearly rent.

Write for particulars and give full details of your case to : Agencia Geral Das Colonias (Serviço de Propaganda), Rua Da Prata, Lisbon, Portugal.



DRIED SISAL READY FOR PACKING

MINING

Little serious attention has so far been paid to the mining possibilities of Angola, and metaphorically speaking the surface of the country has hardly been scratched. Diamonds are at present the only important product, and alluvial stones of exceptional quality and in considerable quantities have been discovered in many parts of the country.

LABOUR

Angola is well populated, being inhabited by some 4,000,000 souls. The last census estimated the total male population at approximately 1,700,000 with roughly 1,000,000 between the ages of 18 and 45. A comparatively small portion of this number are at present employed, and new enterprises will therefore find an ample supply of labour to draw on.

TELEGRAPH, TELEPHONE AND WIRELESS COMMUNICATIONS

There is good telegraphic communication between all parts of the country, and a local telephone service has been installed in the chief towns. There are several wireless stations, notably at Lobito, Nova Lisboa, Silva Porto, Mossamedes and Loanda under the direction of the Government. The Portuguese Marconi Company have a powerful beam station at Loanda communicating direct with Lisbon and Lourenço Marques.

MOTOR ROADS

There are over 15,000 miles of good motor roads in Angola which have been marked in red on the map at the end of this handbook; 6,000 miles of these roads are in the districts served by the railway and act as useful feeders to the main line. By the institution of motor services to remote localities where agricultural prospects exist until a branch line is warranted they will provide good means for the economical development of Angola.

Motor cars can be hired and petrol is obtainable in most of the large towns, and the tourist will find that the road surface is in such good condition that a speed of 60 m.p.h. can be attained in most places without any difficulty.

MISSION STATIONS

Besides many Portuguese Roman Catholic Mission Stations there are also several of British and American nationality.

BIG GAME

Angola has up to now been little frequented by the hunter after big game. To the uninitiated this must seem remarkable when it is known that elephant, hippo, rhino, eland, bush buck, roan, reed buck, klipspringer, oribi, water buck and that coveted trophy the giant sable, to mention only a few, are to be found in vast numbers in the country.

REGULATIONS FOR THE IMPORT OF ARMS AND AMMUNITION INTO ANGOLA

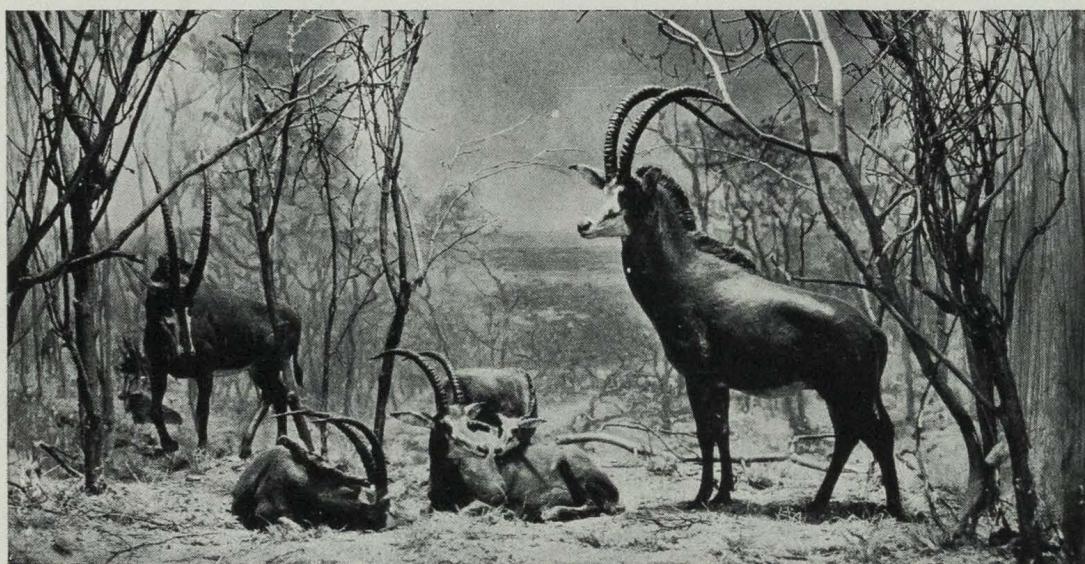
If a brief shooting trip is contemplated a letter should be written to the Portuguese Ministry of the Colonies in Lisbon (if possible through the Foreign Office in London), asking that special facilities be given for the import of arms and ammunition into Angola *free of duty*, informing the Portuguese Colonial Minister that it is the intention of the visitor to shoot for scientific and record purposes only.

If a lengthy stay in Angola is contemplated, duty will have to be paid at a rate of approximately 30 per cent. on the *ad valorem* duty of all arms and ammunition taken into the country. This includes pistols, rifles and any kind of shot gun.

The passage of the arms and ammunition through the Angola Customs is not a quick process, and visitors must be prepared for a wait of three or four days in Lobito or Benguela before the Customs formalities are completed. The rifles are sent to the Government Arsenal in Benguela and remain there until the Governor of the Province signs the order for their release subsequent to the payment of the necessary duties.

The Angola Customs can be hastened if a letter is obtained from the Portuguese Colonial Ministry in Lisbon through either the Foreign Office in London or the British Consul in Lisbon, asking that all facilities be given to the visitor to Angola for the importation into Angola of his arms and ammunition.

This letter should be accompanied by a declaration to the effect that the visitor is residing in the country for a certain definite time, and does not intend to reside there permanently.



A HERD OF GIANT SABLES

PROTECTION OF BIG GAME

A new game law was published on November 30th, 1929, copy of which can be seen upon application to the Department of Overseas Trade, Shipping and Transport Section, 73, Basinghall Street, E.C. 2.

Lists have again been drawn up of animals which are completely protected, though they can exceptionally be shot for museum purposes ; these include in particular the giant antelope, giraffe, white rhinoceros and the zebra ; a second list contains animals considered harmful which can be shot at any time ; a third list specifies the animals which can be shot on an ordinary licence, and a fourth list those which can be shot only on a special licence.

Only male elephants may be shot whose tusks weigh not less than 5 kilogrammes. The licence for two elephants costs about £15, and about £10 for every licence to shoot one above this number.

Licences are cheaper for Portuguese subjects and for foreigners of three years' standing than for visitors to the Colony. "Sporting" licences, which include permission to shoot one elephant, cost about £25 and £50 for the two classes respectively. A complete list of the different licences will be found in Article 23 of the Game Law.

Licences are valid for the whole Colony. It is left to the Governor of each district to decide the close season and the number of the animals to be shot under a licence. For the Loanda district this has been already fixed as from December 1st to August 1st of each year.

The use of searchlights on cars off the roads is prohibited (Article 38). Females accompanied by their young, and immature animals, may not be shot (Article 41). A fine is imposed if a hunter shoots more than he can utilise immediately (Article 42).

Giant Sable. Licences to shoot this species can only be obtained for genuine museum purposes.

CUSTOMS

All goods and merchandise entering Angola are subject to the Customs duties in force at the time.

BANKS

The Bank of Angola, whose head office is in Lisbon, has branches in all the important towns of Angola.

CURRENCY

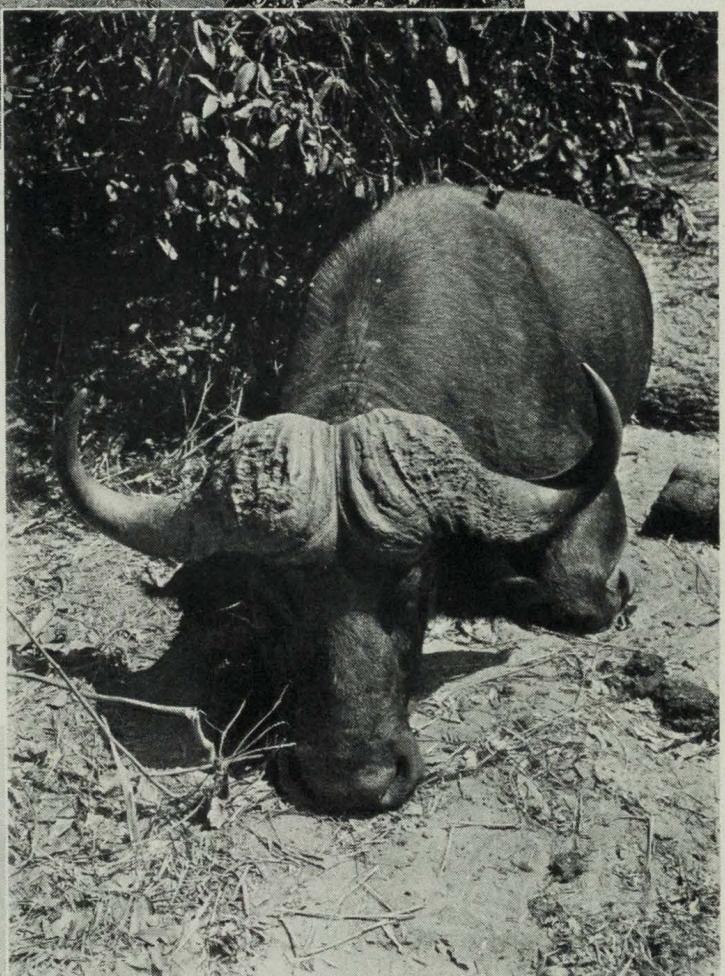
The currency of Angola is the "Angolar," which is equivalent to the escudo in Portugal. For purpose of exchange 110 Portuguese escudos may be regarded approximately as the equivalent of £1 sterling, but the rate of exchange is subject to fluctuation.

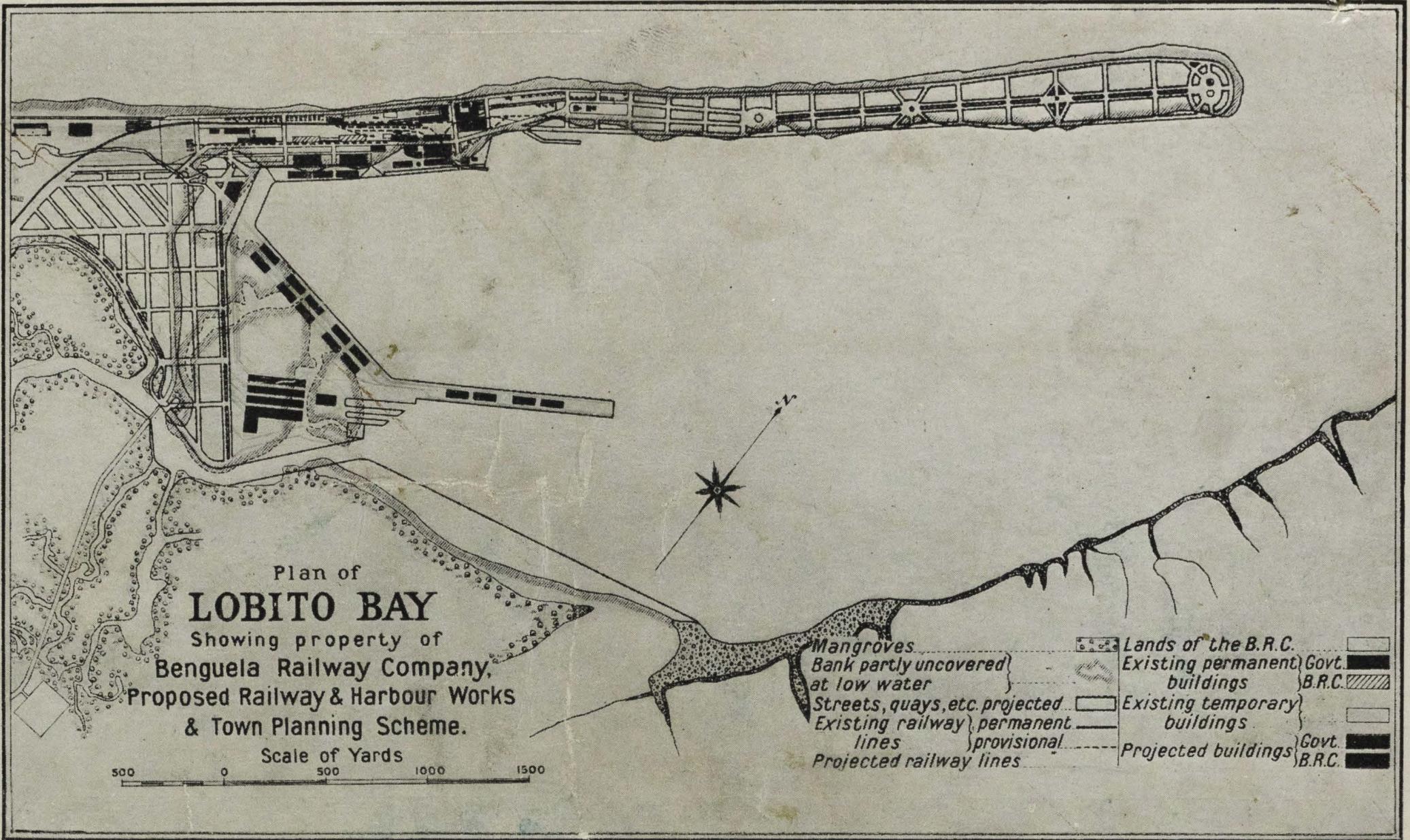
HOTELS IN ANGOLA

Hotel accommodation is available in all the principal towns. The Benguela Railway Company has built a first-class hotel, which is under the management of the Wagons Lits Company. Being placed on the sand spit it benefits from the refreshing sea breezes, and there are no mosquitoes. Pension terms about £1 per day.



SPECIMENS OF
BIG GAME TO
BE FOUND IN
ANGOLA





To form a Limited Company registered under Portuguese Laws and with a Head Office in Lisbon and a Capital of 220,000,000 Escudos (or £2,000,000 stg.) all in ordinary shares of 110 Escudos (£1) each:-

Through which

To secure and exploit concessions of Lands in Angola for purposes of achieving productions of marketable commodities therefrom of all practicable descriptions. And of sales of all such in the outside markets of the world, and in the Portuguese markets both home and overseas

And as well to properly handle and finance importations of goods into Portugal and its possessions and in particular when the processes call for reciprocal exchanges of commodities.

To undertake the financing and education in all relevant matters of Portuguese settlers on selected Angolan Lands under conditions of ultimate purchases by the settlers on such lands upon the instalment principle through the Company

To assist all such settlers with machinery and plants rendered available through the Company to properly cultivate their lands to enable them to buy live stock for rearing and provide them with seeds or the like for planting and with means of proper cultivation and thereafter to take over from them their net available productions, after catering for the settlers needs and market the same under the best conditions through the sales and credits accommodations sections of the Companys organization.

The financing and education efforts referred to to comprise the bringing of the intended settlers from Portugal to Angola at the Companys expense for periods

of three months each year for a period of three years, their maintenance and sustentation remuneration while in Angola during these periods also at the Companys expense, the proper control and direction and education of the settlers during such periods at the Companys expense; the return of the settlers at the Companys expense at the end of each such period and finally the installation of the settlers at the end of the educational period each on an area of some 100 acres of the lands which each settler has been working upon and practically trained on how best to work and cultivate as individual purchasers of such areas of land upon the instalment acquisition system which will mean to each settler an annual purchase payment of 440 Angolars extending ~~sixty~~ over a purchase period of 20 years.

The ~~process~~ will mean also the return to the Company of the sums involved in the education and maintenances of the settlers during the three years of preliminary instructions in Angolan Land cultivations and in process of which otherwise the Angolan lands being dealt with shall be converted from Prairee values into valuable soils suitable for cultivation and duly fenced and drained and connected up with transportation facilities.

The scope of the enterprises will be to the extent of installing some 12,500 Portuguese citizens drawn mostly from Portugal into Angolan land settlers and proprietors of their Angolan Land Areas EACH YEAR

The operations to such ends are to continue under the project for a period of TWELVE YEARS and so that upon completion at the end of the project in these respects some 150,000 Portuguese settlers- which should mean over all families of Portuguese citizens to the number of some 750,000 persons shall be permanently settled in the industrial and promising businesses of producing wealth for themselves and the State during the comparatively short period of 12 years from Angolan lands that are

now practically undeveloped to extents of some 15 millions of acres of such lands.

The persons to be so benefited shall be of the description that are now obliged to emigrate principally to Brazil in mere hope of finding life conditions more promising in Brazil than in their native land but only in general results and especially with those that emigrate to the "Green Hell" of the Amazonian areas of Brazil and to the extent of some 50% of all such ~~into~~ ~~emigraaaaaaa~~ early graves. And in any case as citizens of Portugal wholly lost as such to their native land.

In addition to the 15 millions or so of Angolan Lands that would be made under the scheme into the properties and source of livelihood and betterments to some 150,000 Portuguese settlers and their families within the periods indicated the operating Company to also take over under grants from the state and concurrently some 4,000,000 acres of adjacent and similar lands for direct cultivation by the Company or in all and during the period of developments and exploitations some 19 million acres of cultivable lands in Angola or in round area figures up to about 30,000 square miles of Angolan Land areas and

Part of the arrangements in contemplation and suggested under the project would be the hypothecation of such an area of Angola for taking over as required by the operating Company for the purposes and in the manner set forth herein

The scheme of developments that has been worked out aims at delimitations of unitary areas of some 125,000 acres of lands for purposes of creations thereon of what are intended to be Garden City types of individual communities comprising one thousand settlers families holding 100,000 acres of lands between them and engaged in the work of achieving in each case proper living conditions for each family and desirable livelihoods for all in association with the helpful assistance of the operating Company, fully equipped to afford such aids in community

business lines and while concurrently working as a Company the remaining 25,000 acres of cultivable lands set aside in each of such areas as the properties to be owned as developed by the operating Company.

And especially to the end in each instance of providing coordinated ~~xxxexxxkaxkaxaxaf~~ collections of net goods productions available from operations, for proper preparations for sale purpose of the productions and distributions under directions and recommendations of the sale and credit accordances organizations of the operating Company.

As will be seen if the figures are examined operations along the lines will call for the bringing into being of some twelve such areas each year in the coordinated working of the operating Company for or during ~~thexfixxkxkxk~~ years of full working and it might perhaps be suggested that the emigrants from Portugal that might be selectively chosen to the intended ends under Government sanctions would be selected so that the 1,000 emigrants to be apportioned to each Angolan Settlement area would be drawn respectively from particular areas in Portugal and so that each of these new Angolan areas should correspond with and be identified in populations and particularised local points of view with the inhabitants of corresponding areas in Portugal.

The central organization of the Company in Angola would in due course comprise huge Stock Yards and Canning Factories on improved Chicago types, Cold Storage works, Grain Elevators and other works and plants needed for the handling and treatment of the settlers products and the proper collection and distribution both outwards and inwards of all descriptions of commodities produced or needed by the settlers and their families and -

All the needed organizations to such ends and as well the sales of all goods and the accordances of credit accommodation and collection of proceeds of sales would be controlled and directed by the Coys.

Worlds Sales and Administrations.

Agencies ~~Organization~~ everywhere.

Supplementary enterprises such as a new Health and Games Resort to be established in the Highlands of Angola for purpose of attracting thereto tourist and holidaying personages and those seeking health or sports recreations would also be undertaken by or through this administrations organization with its already created and actively working Agencies and branches andcentres to the extent of over 32,000 in all in the principal countries of the world and mainly for sales purpose of commodities. The administration would also comprise Investigation Departments as to the mineral wealth of Angola and the possibilities of properly exploiting such, also as to hydro-electric power productions schemes in Angola, and all other aspectings of developments in Angola with preferences given wherever feasible to employment of the Angolan settlers and their families in the working of all such enterprises ~~and~~. Generally it is to be borne in mind as well that the Portuguese State under the operations of the Central Company is to receive a majority participation in all the Companys net resulting benefits and to have a controlling voice in the administration of the Companys affairs.

In other directions it is proposed under the scheme of Portuguese developments and marketings and International Trading.

That the operating Coy through its administration should take over the recreation and running of the San Thome Cocoa properties now mostly derelict but without upsets in matters of ownerships of the present proprietors and superintend the replanting with new Cocoa trees on the plantations to be so dealt with and foll&owin upon safeguarding expert investigations and under expert advice on all points and subsequently to act in an advisory and controlling manner as to the proper

running of the Estates and thereafter to undertake the world sales of the output.

It is proposed as well that the administration of the Company shall consider and if then deemed to be desirable and economically possible that the Company shall start and run under official sanctions a new national and export lumbering project based mainly upon the working of the San Thomé forestal land areas.

These projects may best be considered from the standpoints of the facts that the sales agency and controlling administrations are now and progressively more so the largest consumers and distributors of the worlds needs for cocoa and are in needs of additional productions.

And find also through their own and their subsidiary or associated organizations additional or substitute needs as well for more timber for all building and engineering or fancy or ornamental wood timbers or for timber derivatives charcoal wood pulp &c.

Finally in the broad senses of the term the Administration organization represented mainly by the Frewen group in whose behalf this project is put forward would suggest and recommend the starting and running of an additional commercial and in part passenger steamer service under the Portuguese flag to serve in particular the trans oceanic needs of the various new projects referred to herein from transportation standpoints and in and between Portugal and its overseas possessions and as an independent vehicle wholly free from arrangements of groups, rings on matters of international marine agreements to be best able as a consequence to properly serve the main interests of all the projects comprised in the intended operation intended to be given effect to by or through the proposed Company.

Included in this steamer service scheme would be provisions for steamers operating in the home waters of Portugal upon which with canning operations could be given effect to crustacean or shell fish provided out of the fishing operations in Portuguese sailing

boats and such other fishes from the same sources as might be marketed generally in a better condition and more quickly and more economically and either in a fresh or cured state than may be feasible otherwise under present conditions. And likewise of the installation wherever desirable of production factories in tinned or fresh fish for sale in the European and American markets that are now so largely provided with such commodities from Japan principally.

The Administration of the new proposed Company would undertake the bringing in/being of the new steamer service and its running as shipping agent through its existing shipping organization in association with the working of its own steamers or otherwise as might be ultimately arranged through the new Company.

The investigations of those working on the project as a whole or in detail indicate that an amount of capital of some twelve millions stg, one half say in British currency and the other in Portuguese currency will be requisite over the development and running and in the exploitations of the scheme in all its essentials that is set forth hereunder.

The administration organization proposed herein and as part of a finally agreed upon scheme would undertake and at an early date following upon the definite signing of such an agreement by the authorized representative and the Portuguese Government in an appropriate manner to put at the dispostions of the intended Company when formed such hypothecations of sales organizations and credit facilities to the satisfaction of the Portuguese Government as would represent immediate and continuing trading and credit facilities on sales of goods to a minimum extent of £6,000,000 stg in support of the suggested Coys operations.

And as part of a full scheme to like ends under which under cognisance of H.M.Government in Britain the Portuguese State guaranteed the provision of an amount of an equivalent sum in Portuguese currencies for the requirement of the intended Coy.

at the rate of 220,000,000 Escudos a year or during a period of the three years and as and from the first day of October 1936.

It is thought to be desirable and is likewise strongly recommended and with a view to the starting of operations with as little delay as possible that a joint and several agreement and if possible with the Portuguese Government should be entered upon for the formation and starting of the Company in contemplation by or before the 30th June 1936 And with the interests of Portugal therein indicated and defined as amounting to 120,000,000 Escudos in shares issued as consideration of the concessions and other considerations set forth generally in this project and proposal and those of the group making the proposals as otherwise set forth to be in shares amounting to 100,000,000 of Escudos, in each case issued for the consideration set forth and accordingly as fully paid.

Edmond J. Newen

79 Oxford Gardens

London W. 10

4/5/1936

ACCD BY P.C. 14/12

3199

79. OXFORD GARDENS.
LONDON. W.10.

14 Jany 1939

The Undersecretary
of State

Colonial Office

RECEIVED

14 JAN 1939

SW1
C.O. REGY

Sir

I beg to acknowledge with thanks the receipt of
2 your letter of the 6th Dec last 75009/242/38 in the
matter of leasing of Palestine lands by British subjects.
and at an early convenient date I hope
and when affairs in Palestine are in a more settled
state than now I propose communicating direct
to the Chief Secretary to the Government of Palestine in
the matter as the Colonial Office has suggested, and
when it may be hoped, the varying upsets that are
incidentals to any efforts to unduly force larger
numbers of cosmopolitan Zionists refugees upon what
in fact represent Arab territories will be solved and
otherwise by plantations of such peoples elsewhere
in a more beneficial manner to all concerned and
without involving Britain in an indefensible series
of antagonisms with Mahomedan interest, and not only
throughout India but also over quite large areas
of Africa under the British flag and otherwise

a more attractive and most desirable territory may well be found and as an alternative to Palestine, and as a future home for the refugee Jews from Germany and elsewhere, in the Portuguese Territory of Angolo and so as not only perhaps to solve this troubulous source of dangerous upsets between Germany and Britain but also to largely liquidate the Jewish problem in Britain by processes of emigrations of these troublesome people from Britain, also, into Angolo.

I should add that the Government of Portugal and just previously to the War invited me after considerable discussions to float a loan of £4,000,000 for it in Britain on the basis of a Grant by Portugal of full exploration rights over Angolo for a period of some 100 years and of descriptions similar to those otherwise ruling in the adjacent Rhodesian territories; and also under British Control

Nothing I consider could have been better from the standpoint of Britain than the carrying through of this splendid project: that would have added the exportable wealth of some 7000 square miles of most desirable African Lands to the exportable resources of Britain as well as bringing the Atlantic Coast

line of Africa from the Congo to the then German territory
of South West Africa, under British Control and as a
Precedent to the invitation to me while on other business
in Lisbon in a struggle with German interests to secure for London
the trade in Portuguese Cocoa, which I received from the then
President of the Republic - Dr Vasconcellos - now representing
Portugal at Geneva, to seek to launch a Portuguese Loan of
£4,000,000 in London I had no previous knowledge of International
Finance or wishes in that direction, but, upon enquiries of my
London Bankers across Hoares of Fleet Street I was recommended to
get into communication with the Financial House of Messrs H. H.
Schroeder and of which Mr Frank Larks a Director of the
Bank of England was the Acting Partner - and did so.
Mr Larks agreed to act and upon receipt of an invitation
from the Portuguese Finance Minister through me so to do
Mr Larks accompanied by his solicitor a Partner of
Messrs Slaughter + May met me in Paris and assured me of
his willingness to negotiate the proposed Portuguese Loan
through me and then travelled with me to Lisbon and
brought with me the processes of negotiation for such
with Dr Vasconcellos and Dr Sidonio Pais the Portuguese Minister
of Finance. I had previously warned Larks that Portugal had
no unpledged resources outside its Colonies upon the security of
which Portugal could raise any supplementary loan and
consequently Mr Larks knew the exact situation and even before

going into the papers submittedly the Portuguese Minister of Finance
who ~~had~~ fellow at a long later date was assassinated on the streets of
Lisbon facing my hotel - the Arriada Palace because of political
troubles other than those connected with my project

All of the parties were fully aware of the situation with Portugal
and it was with full knowledge that Ortasconellos negotiated
the intended loan on a basis of hypothecations of all
administrative and developmental right over Angola to a
Company to be formed by me in association with Schröder
as my London financial Agents and for the new Coy

A legislative enactment with English & Portuguese transcrip-
tions was accordingly drafted and set forth and was in
fact on the point of passing by the Portuguese legislature
when I discovered from some drunken boasting of Germany's
spy agent in Lisbon a Baron Merc that all the cash to be secured
for the intended Portuguese loan and for the running of the intended
new Angolares Coy was to be secured via Schröders from German
Banking sources and not from British. Upon this being confirmed
to me by Draks and upon recognising in that event that the "British"
enterprise I had in view would be so converted into an effective German one
I put myself into immediate touch with the then British minister in
Lisbon - one of the Hargreaves family - and so that the facts as I understood
them should be brought to the notice of the Foreign Office. This was done
by the British minister and seemingly the same evening for I had a
bedroom call from His Excellency at my Hotel about 3 am the next
morning from the minister in his pyjamas who informed me of the desire
of the F.O. to see me in London right away while deferring all further

steps in the matter of loan - angola affairs meantime, and as it was an
urgent matter would I start for London on the Sud Express that left Lisbon
some few hours later for London and call at the Foreign Office. I agreed
to this and chucking all other affairs aside at Lisbon, and merely informing
Mr Garks who was staying at the same Hotel in Lisbon how all negotiations
as to the loan and its incidentals had to be postponed I left for London
as promised and Garks also I understand left for London later

In effect this meant the end of the whole loan scheme and although
I returned once again to Lisbon, as did Garks, for discussion with the
Lisbon Government and had further interviews with Dr Vasconcellos and
Mr Affonso Costa and other ministers, with Garks, both he and I were aware
that both the loan scheme and the development of the Angola territory
under British administration were things of the past.

There are on record in the Archives of the Foreign Office the efforts
of the then British Government through Mr Haldane at Berlin and the employment
of Mr Garks here and without reference or compensations to me and in
cooperation with Baron Kuhlmann to patch up some hopeless Naval
understanding with Germany in these prewar days but the real
net results were the happening, if not the expediting of the "Great War"
of 1914-18 and the ~~loss~~ of all my efforts to secure for Britain the
effective administration and control of the 7000 odd square miles of the
Portuguese owned and ever since maladministered territories of Angola
overseas.

The whole history of these territories and ever since has been one of
constantly recurring corruption and losses and not only so but of
all subsequent efforts on my part and in association with the
various interests to secure a part at least of the exploration possibilities
in Angola for these countries

To such ends I reopened negotiations with the Portuguese interests

I would beg to recommend this scheme to the notice
of H.M. Government and as an alternative to the further
thrusting of largely alleged refugee Jews into Palestine
but so that and otherwise all individuals of Zionist
persuasion that may be caused to settle in and
on Angolan lands under British supervision as
described shall be caused also and to the fullest
extents permitted and sanctioned by British
authorities in London or in Africa to be endowed
with British rights of citizenship.

And that all and sundry Zionists of
all ages that may be so endowed with rights of
British citizenship and of grants of land
as sellers and cultivators of lands in Angola
shall be all and severally and of all ages endowed
with sellers allowances of £125 s1g per head to
provide for incidental outlay to Angola and for acquisitions
of land areas by ~~or~~ or on behalf of such sellers and so that

the relevant sums shall first be guaranteed in full
to Unilever Ltd by Messrs N M Rothschilds of London
and paid in full by Messrs N M Rothschilds to Unilever
Ltd before any or all of the Jornists to be comprised in
the Project are despatched to intended destinations or
future homes in Angola under decisions and directions
of Unilever Ltd, and moreover and additionally all
such Jornist refugees that are so made British
Citizens and otherwise owners of the Freedoms of
Angolan Land will be required as individuals so
owning such lands and including domestics included
thereon to duly refund the amounts of the advances
made in each case and with interest on outstanding
sums at 3½% per annum to Messrs Unilever's bankers
London Bankers and for purposes of net amounts in
due course to Messrs N M Rothschilds of London

In meantime so far it shall be provided
that I am to be provided with the sole right of myself
or my nominee of negotiator

Meanwhile I beg to remain Sir

Your obedient servant

Edmond J Frewen

3.

W

1939

REFUGEES

W. 1872
200
2 FEB 1939

Registry Number } W 1872/1645/48

FROM Mr. Anthony de Rothschild.

No. 1st Feb. 1939

Dated

Received in Registry } 2nd Feb. 1939

W:Refugees.

Proposed refugee block settlement in certain territories of Portuguese West Africa (Angola).

Mr. Myron Taylor enquired whether the Emigration (Planning) Sub-Committee of the Co-ordinating Committee for Refugees had considered the possibilities of refugee block settlement in certain territories of Portuguese West Africa (Angola). Requests that the Foreign Office will examine the proposal, and if the scheme be thought practicable, enquires if His Majesty's Government would open negotiations with the Portuguese Government.

Last Paper.

W 1765.

References.

(Print.)

(Minutes.)

This is most alarming & shows that Mr Taylor has been far from discreet - I think we shall have to ask Lord Winterbottom to impress again on Mr Taylor (who incidentally wants to telegraph a reply to the President by the middle of next week) the extreme delicacy of this question. When a definite decision has been taken on the

~~How disposed of.~~ Dr. Myron Taylor
 From Mr. Handale Feb. 8.
 Dr. Myron Brooks
 (Texas.)
 From Mr. Handale Feb. 9.

attitude which we are to adopt to the proposal, it might also be as well to ask the State Dept how very delicate a matter it is.

Lord Winterbottom knows Mr. de Rothschild well, & it might possibly be best to answer this letter privately through Lord Winterbottom.

(Action completed.)

Feb 18/2

(Index.)

PC 93

Next Paper.

W. 2514

18329 12/38 F.O.P.

See additn to my letter to Mr. Brooks.

McReilly
2/3.Aug R.
4/ii 1939

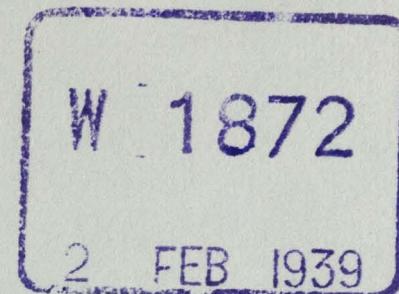
This is very disconcerting. I al-
most think that we had better
forestall further indiscretions by
telling the Portuguese ambassador
what has happened and making
our attitude clear to him. May he
be authorised to do this?

G.M. 5.2.39

I rather wonder whether this is deliberate.
The Portuguese, so far as I can see, may not
know of the suggestion. If so, shouldn't we tell
them in peace? If it comes out, they will
no doubt express indignation, and we could
tell them what attitude we had adopted.
I don't know enough but that wouldn't be
too late.

Ab. 7
- ab. 6. 1938

1 agm H. 6.2



NEW COURT,

201

SWITHIN'S LANE,

LONDON, E.C.4.

1st February 1939.

The Under-Secretary of State,
Foreign Office,
S.W.1.

Sir,

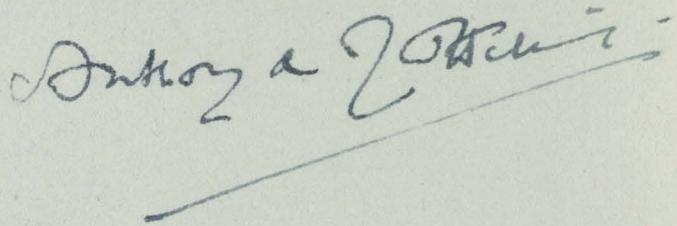
In my quality of Chairman of the Emigration (Planning) Sub-committee of the Co-ordinating Committee for Refugees, I have been asked by Mr. Myron C. Taylor, The U.S. Member of the Inter-Governmental (Evian) Committee for Refugees, whether my committee has considered the possibilities of refugee block settlement in certain territories of Portuguese West Africa (Angola). Mr. Taylor is definitely of the view that certain areas, especially those served by the Benguela Railway, are particularly suitable for the type of settlers with which my committee has to deal.

In view of the importance of the source from which this suggestion has reached me, I have deemed it necessary to approach your department, in the hope that you will cause your competent services to examine the

proposal and, if the scheme is thought practicable,
to ask whether His Majesty's Government would be prepared
to open negotiations on our behalf with the Government of
the Portuguese Republic.

I am, Sir,

Your obedient servant,

A handwritten signature in ink, appearing to read "Anthony de Rothschild". The signature is written in a cursive style with a long horizontal line extending from the end of the "d" in "Rothschild" across the page.

(ANTHONY DE ROTHSCHILD)

OUT FILE

202

FOREIGN OFFICE, S.W.1.

(W.1872/1645/48)

8th February, 1939.

Private and Confidential.

Lord Winterton, who has had to leave London this afternoon, has asked me to say how very sorry he is not to have been able to let you have an earlier reply to the President's message to the Prime Minister about the settlement of refugees in Angola, and to send you the enclosed memorandum, which sets out the considered opinion on this question.

You will see that after the most careful consideration Lord Halifax has come to the conclusion that it would serve no useful purpose for His Majesty's Government to take this extremely delicate matter up with Lisbon, but might, on the contrary, in present circumstances, cause serious embarrassment to relations between Portugal and countries interested in a solution of the refugee problem.

The decision to which the Foreign Office felt bound to come is stated very briefly in the enclosed note, but if
you...

The Hon. Myron C. Taylor.

202^A

you would like any supplementary explanations in regard to this question, Sir George Mounsey would be happy to see you at some time convenient to you.

(Sgd.) A.W.G.Randall.

Memorandum.

President Roosevelt's suggestion about an approach to the Portuguese Government regarding the possibility of forming a Jewish state in Angola has been considered with great care. It is understood that the particular suggestion that His Majesty's Government should approach the Portuguese Government on this matter was made because of the special relations between His Majesty's Government and the Portuguese Government. It is true that these relations are excellent, but it is equally true that Portuguese opinion is extremely sensitive on all questions connected with its colonies, so that any initiative would involve the certainty of a Portuguese refusal and the probability of Portugal's taking serious offence.

It is to be observed that Portugal has not joined the Inter-Governmental Committee and might reply, if approached, that the various schemes for Jewish settlement under consideration by members of the Committee might well be exhaustively gone into before attention was turned to the territory of non-members.

In these circumstances the Foreign Office regret to have come to the conclusion that it is undesirable for them to proceed further in the matter.

OUT FILE

204

FOREIGN OFFICE, S.W.1.

9th February, 1939.

(V 1872/1645/48)

Dear Brooks,

I enclose a copy of the letter which I am sending to Mr. Taylor with its enclosure, setting out our views about the Angola question.

2. I should add that I have just received an official letter from Mr. Anthony de Rothschild, of which I enclose a copy, on the same subject. We feel it is most unfortunate that Mr. Myron Tylor has discussed the project outside Government circles, and we should be grateful if Lord Winterston could explain privately to Mr. de Rothschild how delicate the matter is, and why His Majesty's Government could not take it up, emphasising at the same time how essential it is that nothing should appear in public. There is a distinct possibility that, even if the Portuguese knew that a request had been laid

before/

H.E. Brooks, Esq.

Treasury.

before His Majesty's Government their worst
suspicions would be aroused.

Yours sincerely

(Sgd.) A. W. G. RANDALL

W

1939

REFUGEES

W 2514
206
13 FEB 1939Registry } W 2514/1645/48
Number }FROM Mr. H. E. Brooks,
(Treasury) to
Mr. Reilly.
No.

Dated 10th Feb. 1939.

Received 13th Feb. 1939.
in Registry }

W: Refugees.

Settlement of refugees in territories of Portuguese West Africa.

Encloses draft letter which Lord Winterton suggests be sent to Mr. Anthony de Rothschild regarding the proposal that His Majesty's Government open negotiations with Portuguese Government on behalf of the Coordinating Committee for Refugees, with a view to the settlement of refugees in territories of Portuguese West Africa.

Requests return of the enclosure.

Last Paper.

W 1872

References.

(Print.)

(How disposed of.)
 Dr Mr Brooks
 (Tsy) from
 Mr Reilly
 Feb 15

(Action completed.)

(Index.)

Jan 21/2

RC 11/2

Next Paper.

W. 3062

(Minutes.)

M with Dept

I think we can concur in
 Mr Brooks' draft to Mr A. de Rothschild

C.H. 15/2
 Western Dept

Mr Reilly

I have made some alterations 15/2
 A.R.S.

15/2

See within letter of 17 Feb from Mr Rothschild
 to Lord Winterton.



207

TREASURY CHAMBERS,

10th February, 1939.

[W 2514]

Dear Reilly,

[13 FEB 1939]

There is not, I think, any particular urgency about this, but I enclose a draft which I have prepared, and which Lord Winterton approves, of a letter which he suggests he might send to Mr. Anthony de Rothschild about Angola. Perhaps you would let me know if you think it is all right, or substitute another version if you desire.

Yours sincerely,

H E Brookes.

P.S. This is the only copy, so please return it!

D.P. Reilly, Esq.,
Foreign Office.

OUT FILE 208

3C
FOREIGN OFFICE, S.W.1.

W 2514 / 1645 / 48 .

15th February, 1939.

Dear Brooks,

I return herewith the draft of ^{the} letter from Lord Winterton to Mr. A. de Rothschild about Angola, in which we concur, subject to the slight alterations made in pencil at the top of the second page. Could you let me have two copies of the letter as finally sent to Mr. de Rothschild, as I have not kept any copy of your draft?

(Sgd.) D.P.Reilly.

H.E.Brooks Esq.
Treasury Chambers.

TREASURY CHAMBERS,
S.W.1.

16th February, 1939.

My dear Tony,

You wrote officially to the Foreign Office on 1st February as Chairman of the Emigration (Planning) Sub-Committee of the Co-ordinating Committee for Refugees to enquire whether His Majesty's Government would be prepared to open negotiations on behalf of the Committee with the Government of the Portuguese Republic with a view to the settlement of refugees in certain territories of Portuguese West Africa. As the matter is of some delicacy I am replying informally with the full concurrence of the Foreign Office.

Mr. Myron Taylor had already approached me in this matter and we have considered very carefully whether we could make any overtures to the Portuguese Government; but we have been obliged to inform him, and I repeat it for your confidential information, that

in

Anthony de Rothschild, Esq.,
New Court,
12. Swithin's Lane,
E.C.4.

in the present political and international situation we feel it would be open to misconstruction if we approached on this subject a small friendly power which we know is apprehensive of any developments which might appear however slightly to jeopardise the safety of her colonial possessions. I feel sure I need not emphasize this point to you. In arriving at this decision which we have already conveyed to Mr. Taylor I need hardly add that it arises from no reluctance on our part to explore all possibilities of refugee settlement, and indeed we realise how useful it would be if some means could be found of arranging for the large scale settlement of Jewish refugees in Angola.

But in saying this, I do not want you to assume that in our view it could be desirable for you to make independent approaches on behalf of British Jewry to the Portuguese Government. On the contrary, although we have of course no standing in the matter, we feel that the objections which apply to action by the British Government are not entirely absent if such action

action was to be taken by British Jewry, and I should like you to consider whether if you desire to pursue this opening it would not be preferable for any approaches to the Portuguese Government to be made by a non-British body, e.g. an American Jewish organisation.

I am sorry that this letter appears unhelpful but I am sure you realise the peculiar difficulties with which the Government is faced. I should of course be happy to discuss the matter further with you in confidence.

Sincerely yours.

(sgd) Eddie

F.O.

211

NEW COURT,

ST SWITHIN'S LANE,

LONDON, E.C.4.

17th February 1939.

Dear Eddy, (*Lord Londesborough*).

I have your letter about the question of approaching the Portuguese Government with a view to settlement in Angola and quite understand the situation as you explain it. Under the circumstances I do not propose at the present time doing anything further in the matter.

Yours sincerely,

Dray & Sons

h-A de Rothschild

Keep with H. (Angola)

1939

W

REFUGEES

W 3062

212

20 FEB 1939

Registry W 3062/1645/48
Number }
FROM Foreign Office
Minute (Sir
G. Mounsey).

No. -

Dated 16th Feb:1939

Received in Registry 20th Feb:1939

W:Refugees.

Settlement of Jewish refugees in Angola.

Reports visit from Mr. Myron Taylor and Mr. Pell. Mr. Taylor thought that His Majesty's Government as an ally of Portugal would be the most suitable channel in making any approach to ascertain views of the Portuguese Government.

Difficulties of such a procedure were pointed out to Mr. Taylor with suggestion that approach should be made by some prominent Jewish organisation.

It was agreed that His Majesty's Ambassador and United States Minister in Lisbon should keep in personal contact.

Last Paper.

W 2514

(Minutes.)

See within -

References.

~~Draft to Lisbon Shd. gr h
next day (Feb. 24")~~

*AWSR.
21/2*

(Print.)

(How disposed of.)

Aft. Lisbon no 53.
✓ Feb 23
14. C. O. Feb 24
S. A. Brooks (Treas)
✓ Feb 24

(Action completed.)

(Index.)

M 2/3/39

PC 11/3

Next Paper.

W 6034

(See
W 3270/45 (48))



Eph

213

W 3062

20 FEB 1939

Mr. Randall.

Mr. Myron Taylor called to see me this afternoon accompanied by Mr. Pee and explained the interest which his Committee had in the territory of Angola as a possible home for Jewish refugees. He said that he believed that the Portuguese themselves were at one time concerned to develop this territory on the lines on which they had successfully developed the country of Mozambique. He realised that the question of Portuguese colonies was one of considerable delicacy and for that reason he thought that His Majesty's Government as an ally of Portugal would be the most suitable channel in making any approach to ascertain the Portuguese Government's views.

I explained to Mr. Myron Taylor the delicacy of our position and I reminded him that the Portuguese Government had not been invited ab initio to take part in the Refugee Committee's labours and I understood that when subsequently invited they had ignored the invitation. [On this point I was subsequently corrected and informed that no invitation has in fact ever been addressed to them owing to the difficulty of their not having been invited from the first.] I then pointed out that His Majesty's Government were having some difficulty in affording help on any large scale to the Jewish refugees and in the circumstances it was doubly difficult for them to approach the Portuguese. Mr. Myron Taylor then enquired whether if an approach were made by others to the Portuguese Government His Majesty's Government would see any objection to such a step. I said that I could not believe that such would be the case. He then enquired what channel

of/



of approach I thought would be the most suitable. Having learnt that the United States' Government themselves would not be prepared to undertake this task I suggested that perhaps a member or members of some prominent Jewish organisation concerned in the settlement of these refugees might find a means of sounding the Portuguese Government unofficially in the first place as to the prospect of their considering a scheme for Angola favourably. I said that it seemed to me that the matter was so delicate that it could only be handled in the first place in some unofficial way and that only when the Portuguese Government's reactions were known would it be possible to take it up on more official lines. Mr. Myron Taylor appeared to agree with these suggestions and before leaving himself proposed that it would be a good thing for H.M.Ambassador and the United States Minister in Lisbon to keep in personal contact in regard to this matter. To this I cordially agreed.

G.M.

16th February 1939.

No. 53.

FOREIGN OFFICE, S.W.1.

(W 3062/1645/48)

23rd February, 1939.

Confidential.

Sir,

I have to inform Your Excellency that on the 24th January Mr. Myron Taylor, United States Vice-Chairman of the London Inter-Governmental Committee for Refugees, gave the Prime Minister a message from President Roosevelt suggesting the establishment of a Jewish State in Angola, which should at first be autonomous and afterwards independent. The President said that Portugal would require compensation, and thought that this might take the form of a money payment from such countries as were prepared to contribute, and also an annual payment from the revenues of the new State.

2. Mr. Taylor said that the United States Government did not propose to approach the Portuguese Government on the subject, and suggested that it was for His Majesty's Government to do so, if possible, in view of their special influence in Lisbon.

3. On consideration of the extreme sensitiveness of the Portuguese Government and public opinion in regard to their colonies, and with particular regard to the fact that, as reported in Mr. Scott's despatch No.249 of the 9th September last, the Portuguese Government did not seem inclined to take part in the work of the Inter-Governmental Committee for Refugees, it was decided that it would

His Excellency

Sir Walford Selby, K.C.M.G., C.B.,
etc., etc., etc.,
Lisbon.

would be inadvisable for His Majesty's Government to take action in regard to President Roosevelt's suggestion. A memorandum to this effect, a copy of which is enclosed herein, was accordingly sent to Mr. Myron Taylor.

4. Subsequently Mr. Myron Taylor called on Sir George Mounsey at the Foreign Office, and stated that he believed that the Portuguese themselves were at one time concerned to develop this territory on the lines on which they had successfully developed the country of Mozambique. He realised that the question of Portuguese colonies was one of considerable delicacy and for that reason he thought that His Majesty's Government, as an ally of Portugal would be the most suitable channel in making any approach to ascertain the Portuguese Government's views.

5. Sir George Mounsey thereupon explained to Mr. Myron Taylor the delicacy of our position and reminded him that the Portuguese Government had not been invited ab initio to take part in the Refugee Committee's labours, and he understood that when subsequently invited, they had ignored the invitation. Sir George then pointed out that His Majesty's Government were having some difficulty in affording help on any large scale to the Jewish refugees and in the circumstances it was doubly difficult for them to approach the Portuguese. Mr. Myron Taylor then enquired whether if an approach were made by others to the Portuguese Government, His Majesty's Government would see any objection to such a step. Sir George Mounsey said that he could not believe that such would be the case.

case. Mr. Myron Taylor then enquired what channel of approach Sir George Mounsey thought would be the most suitable. Having learnt that the United States Government themselves would not be prepared to undertake this task, Sir George Mounsey suggested that perhaps a member or members of some prominent Jewish organisation concerned in the settlement of these refugees might find a means of sounding the Portuguese Government unofficially in the first place as to the prospect of their considering a scheme for Angola favourably. He added that it seemed to him that the matter was so delicate that it could only be handled in the first place in some unofficial way and that only when the Portuguese Government's reactions were known would it be possible to take it up on more official lines. Mr. Myron Taylor appeared to agree with these suggestions, and before leaving himself proposed that it would be a good thing for Your Excellency and the United States Minister in Lisbon to keep in personal contact in regard to this matter. Sir George Mounsey agreed, it being understood, however, that you would not broach the subject to the United States Minister, or discuss it in any way until he had approached you.

I am, with great truth and respect,

Sir,

Your Excellency's obedient Servant,

(For the Secretary of State)

(Sd.) D. F. HOWARD.

1939

W

REFUGEES

W 6034
218
14 APR 1939

Registry } W 6034/1645/48
Number }

FROM Anonymous to
Prime Minister.

No.

Dated 5th April, 1939.

Received } 14th April,
in Registry } 1939.

W : Refugees.

Settlement of Polish Emigrants in British Empire
and Angola.

Suggests that emigrants from Poland be allowed
to settle in Canada and other parts of the British
Empire and in Portuguese Angola.

Encloses booklet regarding the Benguela Railway.

Last Paper.

(Minutes.)

w 3062

References.

we've had similar letters from this
chap before

X

MR

17/4.

(Print.)

(How disposed of.)

(Action
completed.)

Am 18/4

(Index.)

Resol-

Next Paper.

W 4632

W 6034

79. OXFORD GARDENS.

LONDON. W.10.

Right Honorable
14 APR 1939

From Ministry P.C. D.P.A.

Settlement of Polish Jews
in Canada, etc. FO
TS/4/39 219



Dear Sir

Bowing Street

In view of the present intention of Your Govt to make financial assistance to the Poles may I beg to suggest types of assistance of the kind that would be the easiest to work and the most desirable and acceptable to Canada and to reward & encourage my financial accommodations to enable Polish emigrants to take up town site areas running 160 acres of cultivable fields; lands in Canada as sellers under sanctions and assistance from the Canadian Dominions Authority

I had already and as far as possible reflexion determined upon a similar a similar project of land cultivations in Canada by Polish settlers and in process of engaging the services of the Polish People's Front as sellers agents in attracting settlers and subsequently on course of coming to and staying with the settlers in their new homes and acting as guides and friend of the settlers as well as interpreters until it had settled down. Of all peoples the Poles appear to offer the greatest inducements to the Canadian Peoples as land settlers under the conditions so harshly treating them and next to the Poles the Galicians and next or not at all but Boleshars and Jews.

I had made substantial progress here also with the right financial

interests calculated to assure required financial provisions to be provided
to the extent of up to £1000000 say for the scheme I have been discussing with a
leading group of insurance interests here who desire to make an arrangement
applying not only to settlers in Canada but also to others variously
to be appointed according to their work or new as settlers in South Africa
or the Transvaal or Durban or Rhodesia or Australasia according to these latter
descriptions of settlers that could be really British in origin.

Also there would be possible settling, as well of land cultivators
over Portuguese Angola and provided the Portuguese interests could be persuaded
that English Foreign Office intrigues were not ~~associated~~ with the idea of overthrowing
Portuguese religious principles by means of Secret Society efforts
I have absolutely failed with one such effort of terrorism which I made
in the interests of overthrowing the another African Colony and the
documents regarding which I send on to the Foreign Office.

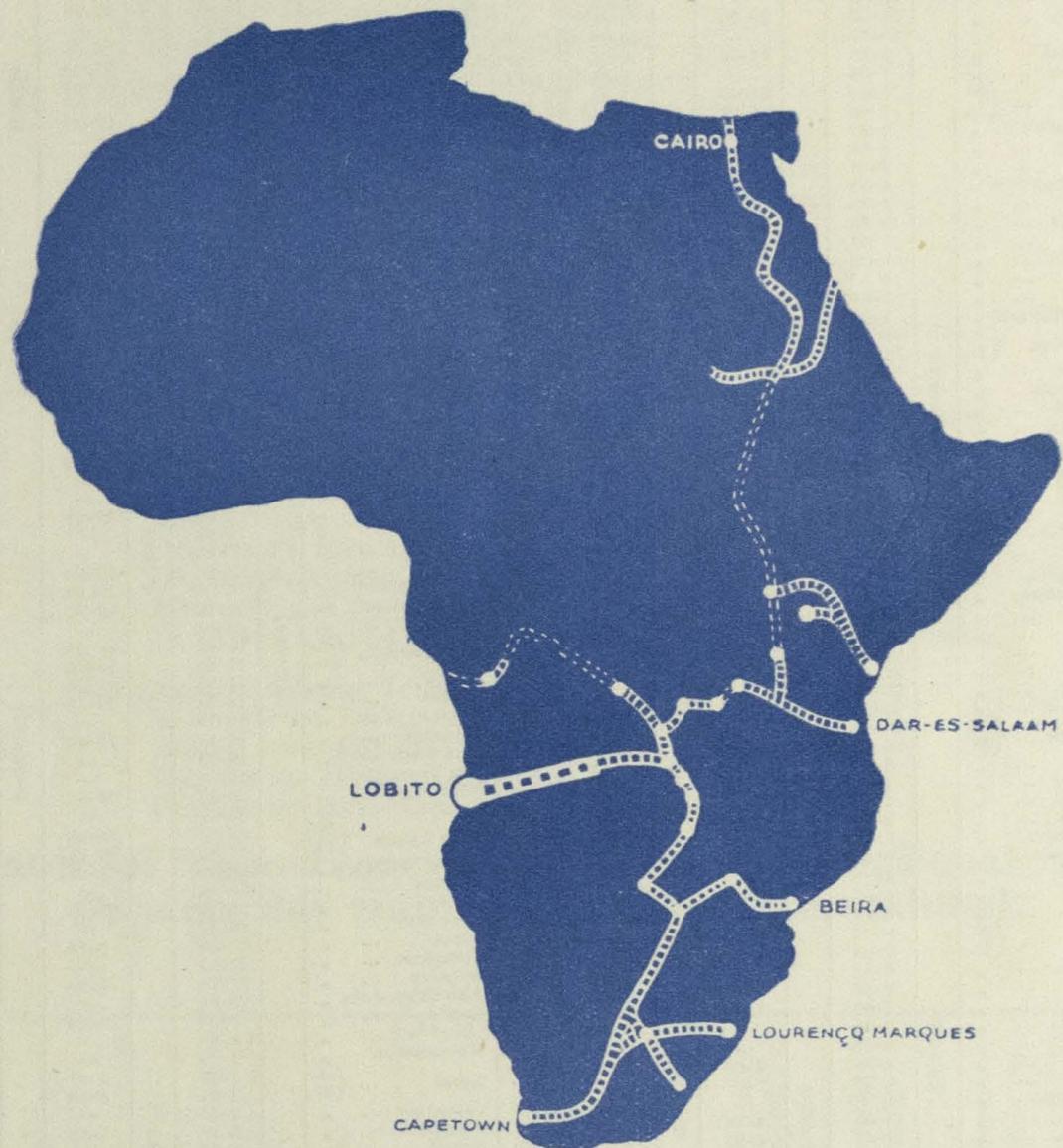
This is the area that might provide homes for Refugee Jews from Poland
and where Poland is otherwise concerned, I might perhaps add
that I found outside Warsaw when I visited the district in 1913 at the
urgent recommendation of the Great Russian Salesman Count Witte and
inspected the Morozoff Cotton Spinning works at Kielcezy outside
Warsaw the largest and most important and best run in the world, I got the impression
from it that Russian short staple raw Cotton should at some time or other
be caused to feed the British raw Cotton industry and not Yankee Cotton.

Meanwhile I enclose you herewith a map of the Benguela Railway and
the surrounding or sufficient I think to indicate the importance of the West African ^{industry as settlers} ~~area for Polish Jews~~

1938

220

BENGUELA RAILWAY AND TRANS-AFRICAN TIME TABLES



TRAVEL ACROSS AFRICA BY RAIL

The new direct route to CENTRAL and EAST AFRICA via LOBITO

(SPECIAL REDUCED RATES FOR TOURISTS)

For further information apply to Benguela Railway Company, 95 Gresham St., London, E.C.2

LOBITO—DILOLO—ELIZABETHVILLE TIME TABLE

Distances from Lobito in Kilometres	STATIONS	No. 1	No. 51 EXPRESS DE LUXE 1st and 2nd Classes only	No. 131	Distance from Dilolo in Kilometres	STATIONS	No. 2	No. 52 EXPRESS DE LUXE 1st and 2nd Classes only	No. 182
		All Classes	— Restaurant	1st, 2nd and 3rd Classes and Natives			All Classes	— Restaurant	1st, 2nd and 3rd Classes, and Natives
		— Restaurant	— Restaurant	— Natives			— Restaurant	— Restaurant	— Natives
—	Lobito ... D.	18-00	16-00	18-00	Monday	Saturday	Frontier	Wed.	Wed.
2	Lobito-Compaõo "	18-06	—	18-06				22-00	16-45
13	Catumbela ... "	18-21	—	18-21					
28	Damba Maria ... "	18-42	—	18-42					
36	Benguela ... { A.	18-53	16-42	18-53				7-20	17-00
50	Lengue ... "	19-44	17-20	19-44				11-00	17-30
54	S. Pedro ... "	20-09	17-45	20-09					
68	Binga ... "	20-41	—	20-41					
83	Corotéva ... "	21-21	18-56	21-21					
95	Portela ... "	21-51	—	21-51					
103	Chivite ... "	22-09	—	22-09					
122	Catengue ... "	22-52	20-23	22-52					
142	Solo ... "	23-37	—	23-37					
163	Caimbambo ... "	0-25	21-54	0-25					
182	Calenguer ... "	1-04	—	1-04					
197	Cubal ... { A.	1-33	23-00	1-33					
213	Membassoco ... "	1-48	23-05	1-51					
231	Chimbôa ... "	3-05	0-20	2-26					
253	Ganda ... "	4-00	1-13	4-03					
269	Alto Catumbela ... "	4-29	—	4-32					
279	Babáera ... "	4-53	2-04	4-56					
297	Quinjenje ... "	5-33	—	5-36					
317	Cuma ... "	6-23	3-30	6-26					
342	Longonjo ... "	7-06	—	7-28					
367	Lépi ... "	8-12	5-17	8-34					
385	Calenga ... "	8-56	—	9-18					
397	Robert Williams ... "	9-20	6-21	9-42					
426	Nova Lisboa { A.	10-10	7-11	10-32					
461	Cambuio ... "	10-25	7-19	10-52					
471	Bôas Aguas ... "	11-11	—	11-54					
480	Vila Nova ... "	11-55	8-41	12-55					
502	Bela Vista ... "	12-19	—	13-31					
519	Chinguar ... "	12-59	—	14-18					
546	Cutato ... "	13-36	9-59	15-28					
581	Capeio ... "	14-19	—	16-18					
604	Vouga ... "	15-24	11-35	17-38					
627	Silva Porto ... { A.	16-04	—	18-30					
652	Chipêta ... "	16-41	12-42	19-13					
675	Nová Sintra ... "	17-33	12-47	19-53					
702	Gen. Machado ... "	18-11	—	20-42					
725	Cuanza ... "	19-02	14-36	21-36					
743	Cuéli ... "	19-47	15-18	22-49					
764	Cuiva ... "	20-22	—	23-44					
784	Cuemba ... "	20-59	—	0-19					
808	Chitende ... "	21-48	17-09	0-57					
823	Savinguila ... "	22-36	—	1-57					
845	Munhangue ... { A.	23-02	—	2-51					
863	Munhangue ... { D.	23-44	18-54	3-21					
880	Saléno ... "	23-52	18-59	4-15					
906	Cavimbe ... "	0-30	—	4-45					
922	Sachângua ... "	1-06	20-05	5-36					
942	Cangumbe ... "	1-52	—	6-21					
962	Cachipoque ... "	2-22	—	7-21					
981	Chinguar ... "	3-10	21-56	8-07					
1000	Capeio ... "	3-47	—	9-10					
1018	Luêna ... "	4-20	—	9-58					
1035	Vila Luso ... { A.	4-57	23-29	10-43					
1057	Longonjo ... "	5-27	—	11-28					
1077	Chibata ... "	5-54	0-18	12-10					
1097	Luêna ... "	6-06	0-28	12-42					
1118	Chitende ... "	6-40	—	10-50					
1135	Chibata ... "	7-10	—	10-47					
1155	Chibata ... "	7-49	1-59	12-04					
1177	Chibata ... "	8-20	—	10-78					
1198	Chibata ... "	8-46	—	10-97					
1219	Chibata ... "	9-23	3-23	11-08					
1242	Chibata ... "	9-56	—	11-12					
1262	Chibata ... "	10-28	—	12-04					
1281	Chibata ... "	11-08	4-56	12-58					
1304	Chibata ... "	11-43	5-27	12-08					
1323	Chibata ... "	12-19	—	13-45					
1334	Chibata ... "	13-00	6-33	12-47					
1350	Chibata ... "	13-44	—	12-52					
1360	Chibata ... "	14-17	—	12-62					
1384	Chibata ... "	14-36	7-56	12-82					
1401	Chibata ... "	15-05	8-27	12-96					
1421	Chibata ... "	15-30	8-50	1300					
1439	Chibata ... "	20-00	12-00	1314					
1458	Chibata ... "	Sat.	Thur.	1322					
1477	Chibata ... "	Elizabethville A.	8-00	1337					
1496	Chibata ... "	12-30	—	1348					
1515	Chibata ... "	12-30	—	1350					
1534	Chibata ... "	16-45	—	1350	Sunday	Frontier	Frontier	Frontier	Frontier
1553	Chibata ... "	17-00	—	1350					
1572	Chibata ... "	17-30	—	1350					
1591	Chibata ... "	17-50	—	1350					
1610	Chibata ... "	18-20	—	1350					
1629	Chibata ... "	18-40	—	1350					
1648	Chibata ... "	18-56	—	1350					
1667	Chibata ... "	19-16	—	1350					
1686	Chibata ... "	19-32	—	1350					
1705	Chibata ... "	19-48	—	1350					
1724	Chibata ... "	20-16	—	1350					
1743	Chibata ... "	20-32	—	1350					
1762	Chibata ... "	20-48	—	1350					
1781	Chibata ... "	21-22	—	1350					
1800	Chibata ... "	21-38	—	1350					
1819	Chibata ... "	21-54	—	1350					
1838	Chibata ... "	22-16	—	1350					
1857	Chibata ... "	22-32	—	1350					
1876	Chibata ... "	22-48	—	1350					
1895	Chibata ... "	23-25	—	1350					
1914	Chibata ... "	23-40	—	1350					
1933	Chibata ... "	23-56	—	1350					
1952	Chibata ... "	24-02	—	1350					
1971	Chibata ... "	24-18	—	1350					
1990	Chibata ... "	24-34	—	1350					
2009	Chibata ... "	25-00	—	1350					
2028	Chibata ... "	25-16	—	1350					
2047	Chibata ... "	25-32	—	1350					
2066	Chibata ... "	25-48	—	1350					
2085	Chibata ... "	26-04	—	1350					
2104	Chibata ... "	26-20	—	1350					
2123	Chibata ... "	26-36	—	1350					
2142	Chibata ... "	26-52	—	1350					
2161	Chibata ... "	27-08	—	1350					
2180	Chibata ... "	27-24	—	1350					
2209	Chibata ... "	27-40	—	1350					
2228	Chibata ... "	27-56	—	1350					
2247	Chibata ... "	28-02	—	1350					
2266	Chibata ... "	28-18	—	1350					
2285	Chibata ... "	28-34	—	1350					
2304	Chibata ... "	28-50	—	1350					
2323	Chibata ... "	29-06	—	1350					
2342	Chibata ... "	29-22	—	1350					
2361	Chibata ... "	29-38	—	1350					
2380	Chibata ... "	29-54	—	1350					

Regular Passenger service from EUROPE to LOBITO and vice versa

Lignes régulières de paquebots d'EUROPE à LOBITO et vice versa

Passengers and mails—Passagers et courrier

Companhia Nacional de Navegação

Sailings from Lisbon on the 1st and 4th Saturdays of each month.
Départs de Lisbonne tous les 1er et 3ème samedis de chaque mois.
Sailings from Lobito twice a month.
Départs de Lobito deux fois par mois.

Companhia Colonial de Navegação

Sailings from Lisbon on the 2nd and 3rd Saturdays of each month.
Départs de Lisbonne tous les 2ème et 4ème samedis de chaque mois.
Sailings from Lobito twice a month.
Départs de Lobito deux fois par mois.

Compagnie Maritime Belge (Lloyd Royal)

Sailings from Antwerp every 14 days on Fridays.
Sailings from Lobito every 14 days on Saturdays.
Départs d'Anvers le vendredi et tous les 14 jours.
Départs de Lobito le samedi et tous les 14 jours.

The Union Castle Mail Steamship Company, Ltd.

Sailings from London every four weeks on Friday.
Sailings from Lobito southwards once a month.
Départs de Londres le vendredi toutes les quatre semaines.
Départs de Lobito pour Capetown une fois par mois.
Also calling at ports in South and East Africa.
Ce service s'étend aux ports de l'Afrique du Sud et Orientale.

Deutsche Afrika Linie

Sailings from Hamburg once per month.
Sailings from Lobito once per month.
Départs de Hambourg une fois par mois.
Départs de Lobito une fois par mois.
Also calling at Ports in South and East Africa.
Ce service s'étend aux ports de l'Afrique du Sud et Orientale.

Navigazione Libera Triestina

Sailings from Venice once per month.
Sailings from Lobito once per month.
Départs de Vénise une fois par mois.
Départs de Lobito une fois par mois.

Schedule of departure of trains on international service Départs des trains de service international

1938

January Janvier	February Février	March Mars	April Avril	May Mai	June Juin	July Juillet	August Août	September Septembre	October Octobre	November Novembre	December Décembre
From Lobito—Train 51—Express de Luxe											
3 17 31	14 28	14 28	11 25	9 23	6 20	4 18	1 15 29	12 26	10 24	7 21	5 19
From Elizabethville—Train 52—Express de Luxe											
12 26	9 23	9 23	6 20	4 18	1 15 29	13 27	10 24	7 21	5 19	2 16 30	14 28

INTERNATIONAL

LOBITO — DILLOLO — TENKE — BUKAMA — PORT FRANQUI — DAR ES SALAAM
 ELIZABETHVILLE — BULAWAYO — BEIRA — JOHANNESBURG — LOURENÇO
 MARQUES — CAPE TOWN

STATIONS	*NO. 1		**NO. 51 Express de luxe	
Angola Time—Heure de Angola				
LOBITO	Dep. Tues.	18.00	Monday	16.00
BENGUELA	Arr.	18.53		16.42
SAO PEDRO	Dep.	19.13		16.50
CUBAL	Dep.	20.09		17.45
GANDA	Arr. Wed.	1.33		23.00
CALENGA	Dep.	1.48		23.05
ROBERT WILLIAMS	Dep.	4.00	Tuesday	1.13
NOVA LISBOA	Dep.	8.56		—
BELA-VISTA	Dep.	9.20		6.21
CHINGUA	Arr.	10.10		7.11
SILVA PORTO	Dep.	10.25		7.19
NOVA SINTRA	Dep.	12.59		—
GENERAL MACHADO	Dep.	13.36		9.59
CUEMBA	Arr.	16.41		12.42
MUNHANGO	Dep.	16.49		12.47
VILA LUSO	Dep.	18.11		—
CASSAI	Dep.	19.02		14.36
LUACANO	Dep.	21.48		17.09
TEIXEIRA DE SOUSA	Dep.	23.52		18.59
DILLOLO	Arr. Thurs.	5.54	Wednesday	0.18
	Dep.	6.06		0.28
	Dep.	9.23		3.23
	Dep.	11.43		5.27
	Arr.	14.36		7.56
	Dep.	15.05		8.27
FRONTIER	Arr.	15.30		8.50
DILLOLO	Congo Time—Heure du Congo			
DILLOLO	Dep.	20.00		12.00
TENKE	Arr. Fri.	18.00	Thursday	4.25
TENKE	Dep. Fri.	22.10	Thursday	6.40
BUKAMA	Arr. Sat.	6.50		13.30
PORT FRANQUI	Dep. Mon.	7.50	Saturday	15.30
	Arr. Mon.	6.00		8.30
TENKE	Dep.	—	Thursday	—
BUKAMA	Arr.	—	Friday	—
KABALO	Dep.	—	"	—
ALBERTVILLE	Arr.	—	Monday	—
	Dep.	—	Tuesday	—
KIGOMA	Arr.	—		—
DAR ES SALAAM	Dep.	—	Wednesday	—
	Arr.	—	Thursday	—
TENKE	Dep. Fri.	22.35	Thursday	5.00
JADOTVILLE	Dep. Sat.	3.15		8.50
ELIZABETHVILLE	Arr.	8.00		12.30
	Dep.	10.00	Monday	10.00
SAKANIA	Arr.	18.00		17.50
N'DOLA	Dep.	18.30		18.30
BROKEN HILL	Dep.	21.00		21.00
LIVINGSTONE	Arr. Sun.	2.35	Tuesday	2.35
VICTORIA FALLS	Dep.	3.05		3.05
BULAWAYO	Dep.	20.05		20.05
	Dep.	20.40		20.40
	Arr. Mon.	8.15	Wednesday	8.15
BULAWAYO	Dep. Mon.	18.00	Wednesday	10.15
SALISBURY	Arr. Tues.	7.30		21.00
BEIRA	Dep.	8.30		21.45
	Arr. Wed.	7.00	Thursday	17.30
BULAWAYO	Dep. Mon.	12.30	Wednesday	12.30
MAFEKING	Arr. Tues.	8.05	Thursday	6.15
MAFEKING	Dep. Tues.	8.55		8.55
JOHANNESBURG	Arr.	17.30		17.30
LOURENÇO MARQUES	Dep.	21.15		21.15
	Arr. Wed.	9.40		9.40
JOHANNESBURG	Dep. Tues.	20.40	Thursday	20.40
DURBAN	Arr. Wed.	17.45	Friday	17.45
MAFEKING	Dep. Tues.	9.00	Thursday	6.30
KIMBERLEY	Dep.	18.30		15.40
DE AAR	Dep.	22.38		19.52
CAPE TOWN	Arr.	14.43		—
MONUMENT	—	—	Friday	11.30
CAPE TOWN DOCKS	—	—		11.51

*Every Tuesday

**Every Fortnight

SLEEPING CARS ARE PROVIDED ON ALL TRAINS. RESTAURANT CARS ON DE LUXE TRAINS Nos. 51 and 52 BETWEEN LOBITO AND ELIZABETHVILLE AND VICE VERSA. RESTAURANT CARS ON TRAINS Nos. 1 and 2 ONLY BETWEEN LOBITO AND DILLOLO AND VICE VERSA.

STATIONS

NO. 2

NO. 52
Express de luxe

Congo Time—Heure du Congo

CAPE TOWN DOCKS	...	Dep.	—	Monday	11.10
MONUMENT	...	Dep.	—		11.38
CAPE TOWN	...	Dep. Thurs.	11.00		—
DE AAR	...	Dep. Fri.	3.32	Tuesday	3.32
KIMBERLEY	...	Dep.	7.40		7.40
MAFEKING	...	Arr.	15.10		15.10
DURBAN	...	Dep. Thurs.	15.00	Sunday	19.25
JOHANNESBURG	...	Arr. Fri.	9.08	Monday	17.48
LOURENCO MARQUES	...	Dep. Wed.	17.30	Sunday	17.30
JOHANNESBURG	...	Dep. Fri.	10.45	Monday	21.00
MAFEKING	...	Arr.	20.30	Tuesday	7.50
MAFEKING	...	Dep. Fri.	21.10	Tuesday	15.25
BULAWAYO	...	Arr. Sat.	14.55	Wednesday	8.50
BEIRA	...	Dep. Thurs.	18.00	Monday	18.00
SALISBURY	...	Dep. Fri.	18.30	Tuesday	18.30
BULAWAYO	...	Arr. Sat.	7.00	Wednesday	7.00
BULAWAYO	...	Dep. Sat.	17.45	Wednesday	9.45
VICTORIA FALLS	...	Arr. Sun.	6.30		20.30
LIVINGSTONE	...	Arr.	7.05		21.00
BROKEN HILL	...	Arr.	23.15	Thursday	11.46
N'DOLA	...	Dep. Mon.	0.05		12.05
SAKANIA	...	Arr.	6.00		16.35
ELIZABETHVILLE	...	Dep.	7.00		18.15
JADOTVILLE	...	Arr.	7.50		19.15
TENKE	...	†Dep. Wed.	16.15	Friday	7.30
		Dep. Thurs.	22.00	†Dep. Wed.	16.45
		Arr.	2.25		20.55
		Arr.	6.10	Thurs.	0.20

Owing to alterations which have just been made in the Rhodesian and South African Railway's Timetable, this slip will replace the original timetable from Cape Town to Tenke.

TIME TABLE

CAPE TOWN — LOURENCO MARQUES — JOHANNESBURG — BEIRA — BULAWAYO
— ELIZABETHVILLE — DAR ES SALAAM — PORT FRANQUI — BUKAMA — TENKE —
DILLOLO — LOBITO

STATIONS		NO. 2		NO. 52 Express de luxe	
CAPE TOWN DOCKS	...	Congo Time—Heure du Congo	Dep.	—	Monday
MONUMENT	...	Dep.	—	11.10	11.38
CAPE TOWN	...	Dep. Wed.	19.15	—	—
DE AAR	...	Dep. Thurs.	15.45	3.32	7.40
KIMBERLEY	...	Dep.	21.25	15.10	—
MAFEKING	...	Arr. Fri.	7.45	—	—
DURBAN	...	Dep. Wed.	15.00	Sunday	19.25
JOHANNESBURG	...	Arr. Thurs.	9.08	Monday	17.48
LOURENCO MARQUES	...	Dep. Wed.	17.30	Sunday	17.30
JOHANNESBURG	...	Dep. Thurs.	21.00	Monday	21.00
MAFEKING	...	Arr. Fri.	7.50	Tuesday	7.50
MAFEKING	...	Dep. Fri.	9.15	Tuesday	15.25
BULAWAYO	...	Arr. Sat.	7.30	Wednesday	8.55
BEIRA	...	Dep. Thurs.	18.00	Monday	18.00
SALISBURY	...	Dep. Fri.	18.30	Tuesday	18.30
BULAWAYO	...	Arr. Sat.	7.00	Wednesday	7.00
BULAWAYO	...	Dep. Sat.	17.45	Wednesday	9.45
VICTORIA FALLS	...	Arr. Sun.	6.30	—	20.30
LIVINGSTONE	...	Arr.	7.05	—	21.00
BROKEN HILL	...	Arr.	23.15	Thursday	11.45
N'DOLA	...	Dep. Mon.	0.05	—	12.05
SAKANIA	...	Dep.	7.00	Thursday	18.15
ELIZABETHVILLE	...	Arr.	7.50	—	21.15
JADOTVILLE	...	Dep.	—	Friday	23.00
TENKE	...	Arr.	16.15	†Dep. Wed.	3.30
DAR ES SALAAM	...	†Dep. Wed.	22.00	†Dep. Wed.	16.4
KIGOMA	...	Dep. Thurs.	2.25	Dep.	20.55
ALBERTVILLE	...	Arr.	6.10	Arr. Thurs.	0.20
KABALO	...	Dep.	—	—	—
BUKAMA	...	Arr.	—	—	—
TENKE	...	Dep.	—	—	—
Arr.	—	Arr.	—	—	—
PORT FRANQUI	...	Dep. Mon.	17.00	Friday	17.00
BUKAMA	...	Arr. Wed.	11.30	Sunday	11.30
TENKE	...	Dep.	14.00	Monday	14.00
TENKE	...	Arr.	22.10	Tuesday	22.10
DILLOLO	...	Dep. Thurs.	8.30	Wednesday	1.00
DILLOLO	...	Arr. Fri.	7.20	Thursday	17.00
DILOLO	...	Angola Time—Heure de Angola	Dep	11.00	17.30
TEIXEIRA DE SOUSA	...	FRONTIER	Arr.	11.35	18.01
LUACANO	...	Dep.	12.10	—	18.55
CASSAI	...	Dep.	14.48	—	21.16
VILA LUSO	...	Dep.	17.15	—	23.27
MUNHANGO	...	Arr.	21.05	Friday	2.59
CUEMBA	...	Dep.	21.20	—	3.09
GENERAL MACHADO	...	Dep. Sat.	3.41	—	8.42
NOVA SINTRA	...	Dep.	5.35	—	10.24
SILVA PORTO	...	Dep.	8.24	—	12.55
CHINGUAR	...	Dep.	9.16	—	13.42
BELA-VISTA	...	Arr.	10.47	—	14.59
NOVA LISBOA	...	Dep.	10.59	—	15.04
ROBERT WILLIAMS	...	Dep.	14.16	—	17.49
CALENGA	...	Dep.	14.54	—	—
GANDA	...	Arr.	17.23	—	20.19
CUBAL	...	Dep.	17.43	—	20.27
SAO PEDRO	...	Dep.	18.48	—	21.25
BENGUELA	...	Dep.	19.24	Saturday	—
LOBITO	...	Dep. Sun.	0.10	—	2.16
LOBITO	...	Arr.	1.50	—	3.51
LOBITO	...	Dep.	2.07	—	3.56
LOBITO	...	Dep.	7.09	—	8.49
LOBITO	...	Arr.	7.50	—	9.28
LOBITO	...	Dep.	8.05	—	9.33
LOBITO	...	Arr.	9.00	—	10.15

†Every Alternate Wednesday—Providing Weekly Service

SLEEPING CARS ARE PROVIDED ON ALL TRAINS. RESTAURANT CARS ON DE LUXE TRAINS Nos. 51 and 52 BETWEEN LOBITO AND ELIZABETHVILLE AND VICE VERSA. RESTAURANT CARS ON TRAINS Nos. 1 and 2 ONLY BETWEEN LOBITO AND DILLOLO AND VICE VERSA.

FARE CHART

Add 10 per cent. to fares between Lobito and Luau (Angola frontier) if travelling by Train-de-Luxe.

FARE CHART											
1st Class	1 15 6	Ganda									
2nd Class	1 1 4										
1st Class	2 18 11	1 3 5	Nova Lisboa								
2nd Class	1 15 2	- 13 10									
1st Class	4 5 5	2 9 11	1 6 6	Silva							
2nd Class	2 10 5	1 9 1	- 15 3	Porto							
1st Class	4 14 11	2 19 5	1 16 0	- 9 6	General						
2nd Class	2 15 9	1 14 5	1 0 7	- 5 4	Machado						
1st Class	6 17 1	5 1 7	3 18 2	2 11 8	2 2 2	2	Vila				
2nd Class	3 19 4	2 18 0	2 4 2	1 8 11	1 3 7	Luzo					
1st Class	8 15 5	6 19 11	5 16 6	4 10 0	4 0 6	1 18 4					
2nd Class	5 0 2	3 18 10	3 5 0	2 9 9	2 4 5	1 0 10	Luzo				
1st Class	13 16 8	12 1 2	10 17 9	9 11 3	9 1 9	6 19 7	5 1 3				
2nd Class	7 18 0	6 16 8	6 2 10	5 7 7	5 2 3	3 18 8	2 17 10	Tenke			
1st Class	15 7 6	13 12 0	12 8 7	11 2 1	10 12 7	8 10 5	6 12 1	1 10 10			
2nd Class	8 18 2	7 16 10	7 3 0	6 7 9	6 2 5	4 18 10	3 18 0	1 0 0	Bukama		
1st Class	23 3 2	21 7 8	20 4 3	18 17 9	18 8 3	16 6 1	14 7 9	9 6 6	7 15 8	Port	
2nd Class	13 9 10	12 8 6	11 14 8	10 19 5	10 14 1	9 10 6	8 9 8	5 11 10	4 11 10	Franqui	
1st Class	20 7 6	18 12 0	17 8 7	16 2 1	15 12 7	13 10 5	11 12 1	6 10 10	5 0 0	12 13 9	
2nd Class	13 18 2	12 16 10	12 3 0	11 1 7	9 11 2	5 9 18 10	8 18 0	6 0 0	- - -	9 12 3	Kabalo
1st Class	24 0 11	22 5 5 21	2 0 19 15	6 19 6	0 17 3	10 15 5	6 10 4 3	8 13 5	16 7 2	3 13 5	Albertville to Kigoma by Steamer
2nd Class	16 2 3	15 0 11	14 7 1	13 11 10	13 6 6	12 2 11	11 2 1	8 4 1	7 4 1	1 16 4	Albertville 1st Class only £1 3 10
1st Class	36 8 11	34 13 5	33 10 0	32 3 6	31 14 0	29 11 10	27 13 6	22 12 3	21 1 5	28 15 2	16 1 5 12 8 0
2nd Class	24 5 7	23 4 3	22 10 5	5 21 5	21 2 1	9 10 20	6 3 19 5	5 16 7	5 15 7	5 19 19 8	8 3 4 Dar-es-Salaam
1st Class	15 9 10	13 4 4	12 10 11	11 4 5	10 14 11	8 12 9	6 14 5	1 13 2	3 4 0	10 17 9	8 4 0 11 17 5 24 5 5
2nd Class	8 18 0	7 16 8	7 2 10	6 7 7	6 2 3	4 18 8	3 17 10	1 0 0	2 0 0	6 12 3	7 0 0 9 6 7 17 7 5 Elizabethville
1st Class	17 3 0	15 7 6	14 4 1	12 17 7	12 8 1	10 5 11	8 7 7	3 6 4	4 17 2	12 10 11	9 17 2 13 10 7 25 18 7 1 113 2
2nd Class	9 17 8	8 16 4	8 2 6	7 7 3	7 1 11	5 18 4	4 17 6	1 19 8	2 19 8	7 11 11	7 19 8 10 6 3 18 7 1 - 19 8 Sakania
1st Class	17 7 3	15 11 9	14 8 4	13 1 10	12 12 4	10 10 2	8 11 10	3 10 7	5 1 5	12 14 2	10 1 5 13 14 10 26 2 10 1 17 5 - 4 3
2nd Class	10 0 5	8 19 1	8 5 3	7 10 0	7 4 8	6 1	1 5 0 3	2 2 5 3	3 2 5	7 14 8 2 5	10 9 0 18 9 10 1 2 5 - 2 9 N'Dola
1st Class	18 10 9	16 15 3	15 11 10	14 5 4	13 15 10	11 13 8	9 15 4	4 14 1	6 4 11	13 18 8	11 4 11 14 18 4 27 6 4 3 0 11 1 7 9 1 5 9 Broken Hill
2nd Class	10 16 5	9 15 1	9 1 3	8 6 0	8 0 8	6 17 1	5 16 3	2 18 5	3 18 5	8 10 8	8 18 5 11 5 0 19 5 10 1 18 5 - 18 9 - 17 3
1st Class	19 5 9	17 10 3	16 6 10	15 0 4	14 10 10	12 8 8	10 10 4	5 9 1	6 19 11	14 13 8	11 19 11 15 13 4 28 1 4 3 15 11 2 2 9 2 0 9 - 16 0
2nd Class	11 6 2	10 4 10	9 11 0	8 15 9	8 10 5	7 6 10	6 6 0 3	3 8 2	4 8 2	9 0 5	9 8 2 11 14 9 19 15 7 2 8 2 1 8 6 1 7 6 - 10 9 Lusaka
1st Class	22 3 0	20 7 6	19 4 1	17 17 7	17 8 1	15 5 11	13 7 7	6 4 2	9 17 2	17 10 11	14 17 2 18 10 7 30 18 7 6 13 2 5 0 0 4 16 3 3 13 9 2 19 6 Livingstone
2nd Class	13 4 2	12 2 10	11 9 0	10 13 9	10 8 5	9 4 10	8 4 0 5 6 2	6 6 2	10 18 5	11 6 2	13 12 9 21 13 7 4 6 2 3 6 6 3 4 0 2 9 0 1 19 6
1st Class	24 12 3	22 16 9	21 13 4	20 6 10	19 17 4	17 15 2	15 16 10	10 15 7	12 6 5	20 19 10	33 7 10 9 2 5 7 9 3 7 7 6 6 7 0 5 12 9 2 18 3 Bulawayo
2nd Class	14 17 2	13 15 10	13 2 0	12 6 9	12 1 5	10 17 10	9 17 0	6 19 2	7 19 2	12 11 5	12 19 2 1 5 5 9 23 6 7 5 19 2 4 19 6 4 18 6 4 4 9 3 15 0 1 19 0
1st Class	26 16 6	25 1 0	23 17 7	22 11 1	22 1 1	19 19 5	18 1 1	12 19 10	14 10 8	22 4 5	19 10 8 23 4 1 35 12 1 11 6 8 9 13 6 9 12 6 8 17 0 8 4 46 5 14 6 3 0 6
2nd Class	16 6 11	15 5 7	14 11 9	13 16 6	13 11 2	12 7 7	11 6 9	8 8 11	9 8 11	14 2 14 8 11	16 15 6 2 14 6 4 7 8 11 6 9 3 6 8 9 1 5 9 3 16 3 2 0 6 Salisbury
1st Class	28 8 6	26 13 0	25 9 7	24 3 1	23 13 7	21 11 5	19 13 1	14 11 10	16 2 8	23 16 5	21 2 8 24 16 1 37 4 1 12 18 8 11 5 6 11 50 10 16 3 10 10 6 8 17 0 6 10 3 3 14 6 Beira
2nd Class	17 8 2	16 6 10	15 13 0	14 17 9	14 12 5	13 8 10	12 8 0	9 10 2	10 10 2	2 15 2 5	15 10 2 17 16 9 25 17 7 8 10 2 7 10 6 7 10 3 7 4 0 7 0 3 5 18 3 4 7 0 2 9 6
1st Class	27 15 0	25 19 6	24 16 1	23 9 7	23 0 1	20 17 11	18 19 7	13 18 4	15 9 2	23 2 11	20 9 2 24 2 7 36 10 7 12 5 2 10 12 0 10 11 3 10 0 0 9 11 6 7 7 6 4 17 3 7 11 0 9 11 6
2nd Class	16 18 11	15 17 7	15 3 9	14 8 6	14 3 2	12 19 7	11 18 9	9 0 11	10 0 11	14 13 2	15 0 11 17 7 6 25 8 4 8 0 11 7 1 3 7 0 9 6 13 6 6 8 0 4 18 6 3 5 0 5 0 9 6 8 0 Mafeking
1st Class	29 11 0	27 15 6	26 12 1	25 5 7	24 16 1	22 13 11	20 15 7	15 14 4	17 5 2	24 18 11	22 5 2 25 18 7 38 6 7 14 1 2 12 8 0 12 7 3 11 16 0 11 0 0 9 3 6 6 13 3 9 7 0 11 7 9 11 16 0
2nd Class	18 3 5	15 17 2	11 6 8 3	15 13 0	15 7 8	14 4 1	13 3 3	10 5 5	11 5 5	15 18 8	8 16 5 5 18 12 0 26 12 10 9 5 5 8 5 9 8 4 9 7 18 0 7 7 3 6 3 0 4 9 6 6 5 3 7 19 3 1 4 0 Johannesburg
1st Class	33 8 1	31 12 7	30 9 2	29 2 8	28 13 2	26 11 0	24 12 8	19 11 5	21 2 3	28 16 0	26 2 3 29 15 8 42 3 8 17 18 3 16 5 1 15 19 4 15 8 1 14 12 1 12 15 7 10 5 4 Lourenço Marques
2nd Class	20 15 7	19 14 3	19 0 5	18 5 2	17 19 10	16 16 3	15 15 5	12 17 7	13 17 7	18 9 10 18 17 7 21 4 2 29 5 0	11 17 7 10 17 11 10 13 8 10 6 11 9 16 2 8 11 1 6 18 5 8 14 2 10 8 2 3 12 11 2 8 11
1st Class	33 17 0	32 1 6	30 18 1	29 11 7	29 2 1	26 19 11	25 1 7	20 4	22 6 11	30 0 8	27 6 11 31 0 4 43 8 4 19 2 11 17 9 17 7 9 16 2 0 15 6 0 13 13 0 10 19 3 13 13 0 12 19 1 14 19 10 5 8 1 3 12 1 1 Lourenço Marques
2nd Class	21 0 2	19 18 10	19 5 0	18 9 9	18 4 5	17 0 10 16	16 0 13	2 2 14 13	2 19 5	5 19 13	2 21 19 9 30 0 7 12 13 2 11 13 6 11 12 0 10 14 9 10 4 0 8 19 9 7 6 3 9 20 10 16 0 4 1 3 2 19 6 4 9 2 2 Durban
1st Class	29 17 9	28 2 3	26 18 10	25 12 4	25 2 10	23 0 8	21 2 4	16 1 1	18 7 8	26 1 5 23 7 8 27 1 1 39 9 1 15 3 8 13 10 6 13 8 6 12 2 9 11 6 9 9 10 3 7 0 0 9 13 9 12 4 6 2 2 9 2 18 3 6 6 1 5 10 3 Kimberley	
2nd Class	18 7 8	17 6 4	16 12 6	15 17 3	15 11 11	14 8 4	13 7 6	10 9 8	12 0 8	16 12 11	17 0 8 19 7 3 27 8 1 10 0 8 9 1 0 8 19 6 8 2 3 7 11 6 6 7 3 4 13 9 6 9 6 8 3 6 1 8 9 1 19 0 4 7 11 3 13 9 Town
1st Class	35 7 3	33 11 9	32 8 4	31 1 10	30 12 4	28 10 2	26 11 10	21 10 7	23 1 5	30 15 2	28 1 5 31 14 10 44 2 10 19 17 5 18 4 3 18 3 6 17 12 3 17 3 9 14 19 9 12 9 6 15 3 3 17 14 0 7 12 3 8 5 9 10 11 7 9 17 0 5 17 3 Cape Town
2nd Class	22 0 5	20 19 1	20 5 3	19 10 0	19 4 8	18 1 1	17 0 3	14 2 5	15 2 5	19 14 8 20 2 5	22 9 0 3 11 13 1 13 2 5 12 2 9 12 23 11 15 0 11 9 6 10 0 0 8 6 6 10 2 3 11 16 3 5 1 6 5 10 9 7 1 8 6 11 3 3 18 0

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Parry Leon & Hayhoe (South Africa), Ltd.

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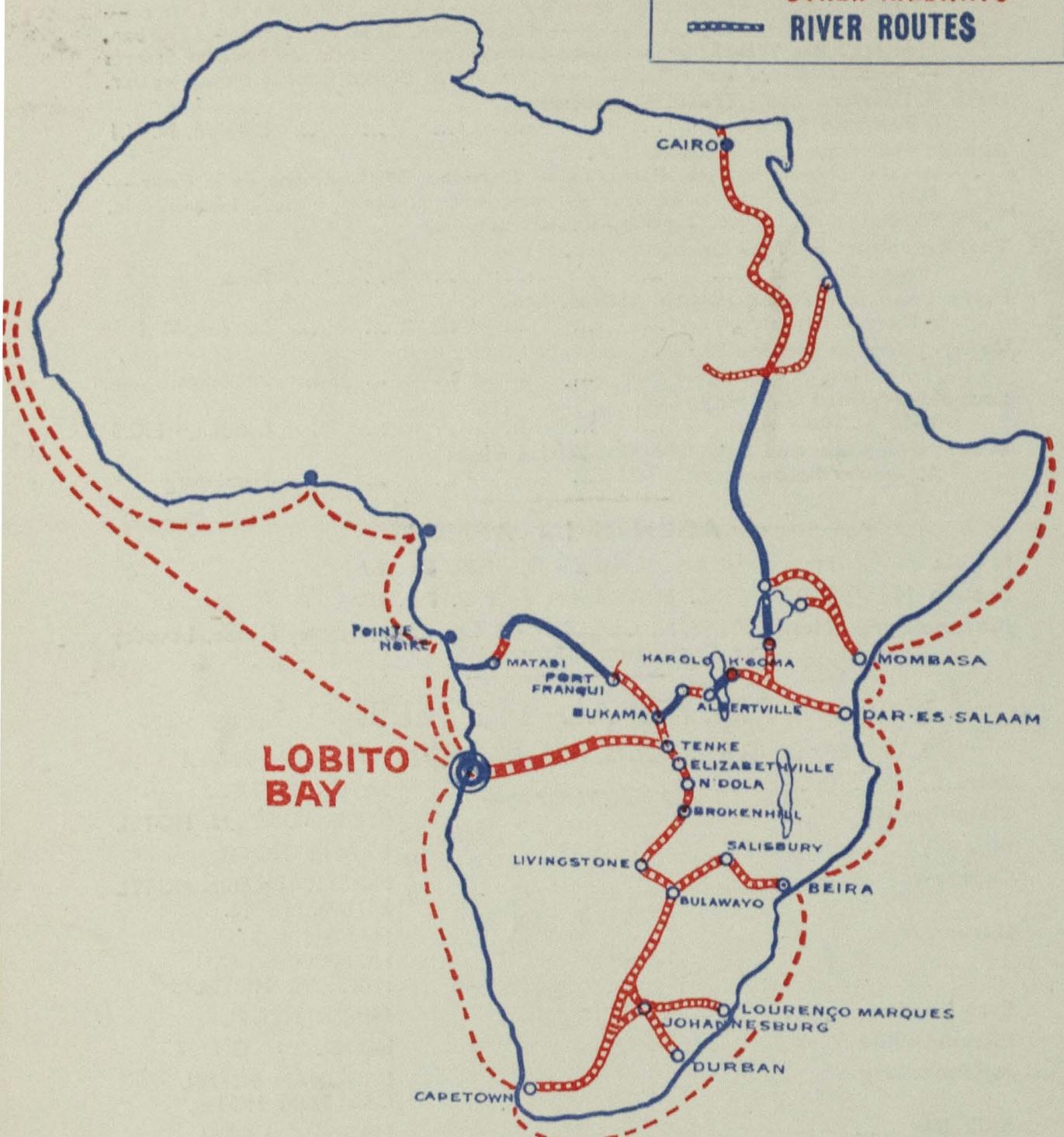
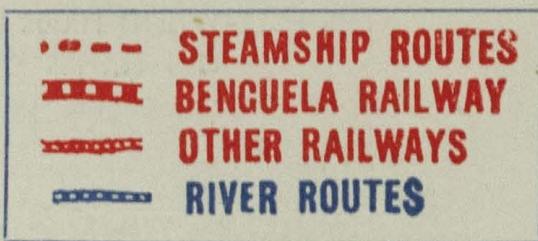
Johannesburg Messrs. COHEN, GOLDMAN & Co., 35-36, Stanley House, Loveday and Commissioner Streets

PRINCIPAL HOTELS.

RECOMMENDED FOR TOURISTS AND PASSENGERS THROUGH AFRICA

Beira	SAVOY HOTEL
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Bulawayo	GRAND HOTEL
Capetown	MOUNT NELSON HOTEL
						ROYAL HOTEL
Durban	MARINE HOTEL
						HOTEL EDWARD
						MAJESTIC HOTEL
East London	...	...	...	...	...	BEACH HOTEL
Elizabethville	...	...	...	...	...	HOTEL DU GLOBE
Johannesburg	...	...	...	...	...	LANGHAM HOTEL
						CARLTON HOTEL
Kalk Bay	...	...	...	...	...	MAJESTIC HOTEL
Lobito Bay	...	...	...	...	...	TERMINUS HOTEL
						(Benguela Rly.)
Lourenço Marques	...	...	...	...	...	POLANA HOTEL
Port Elizabeth	...	...	...	...	...	HOTEL ELIZABETH
						KING EDWARD HOTEL
Pretoria	...	...	...	...	...	POLLEY'S HOTEL
Salisbury	...	...	...	...	...	MEIKLE'S HOTEL
Victoria Falls	...	...	...	...	...	FALLS HOTEL

THE LOBITO ROUTE TO AFRICA



DISTANCES

Southampton to Lobito ...	4889 Miles
Southampton to Capetown ...	5987 Miles
Southampton to Beira ...	7576 Miles

Lobito to Elizabethville ...	1319 Miles
Capetown to Elizabethville ...	2301 Miles
Beira to Elizabethville ...	1616 Miles

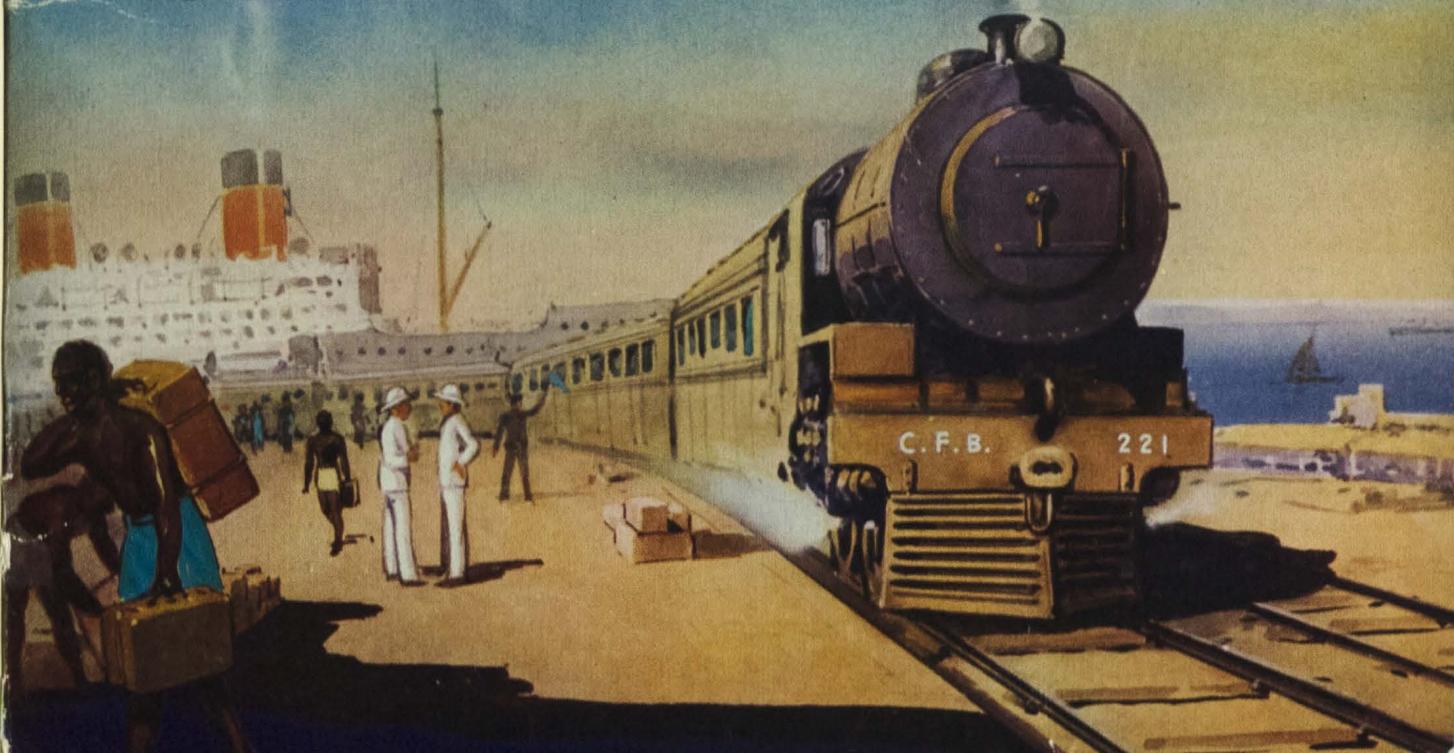
BENGUELA RAILWAY

THE GREAT WEST GATE TO CENTRAL AFRICA-LOBITO BAY

221



THE
SHORTEST ROUTE
FROM EUROPE
TO
CENTRAL AFRICA
AND RHODESIA



Although every effort has been made to ensure the accuracy of the information this booklet contains, the Benguela Railway Company does not undertake any responsibility for errors or omissions or their consequences.

THE BENGUELA RAILWAY

CAMINHO DE FERRO DE BENGUELA



Offices:

Lisbon : 3 LARGO DO QUINTELA.

London: PRINCES HOUSE, 95 GRESHAM STREET, E.C.2.

Africa : LOBITO, ANGOLA, PORTUGUESE WEST AFRICA.

Telegraphic Address: LOBITANGA { Lisbon.
London.
Lobito.



VILA ROBERT WILLIAMS STATION—THE TOWNSHIP NAMED AFTER THE LATE SIR ROBERT WILLIAMS, BART., WHO FOUNDED THE LINE

Companhia Do Caminho De Ferro De Benguela (Benguela Railway Company)

THE Benguela Railway line is 1,347 kilometres long (837 miles). It is of the Standard African gauge of 3 ft. 6 in. (1,067 mm.), and runs from Lobito Bay on the Atlantic to the eastern frontier of Angola, which is crossed near Dilolo on the international bridge over the River Luau, where Angola adjoins the Belgian Congo.

The conception of this new route to South and Central Africa which led up to the development of the port of Lobito Bay emanated from a Scotsman, Robert Williams, on whom a Baronetcy was conferred in 1928 for his work during the last half-century in the development of Africa, and who died suddenly on April 25th, 1938.

The line is the latest addition to the existing feeders of the main trunk line from the Cape to Cairo, and provides Northern Rhodesia, the Katanga District of the Belgian Congo, and in fact all districts in Southern Central Africa, with an economic outlet to the sea and to the world's markets via Lobito Bay.

The advantages of this new route over all others may be summarised as follows :—

1. It connects the above territories to their natural sea port.
2. Compared with other routes it reduces the distance from Europe and North America by up to 3,000 sea miles and 1,000 rail miles. (See comparative table of distances on page 4.)
3. For European shippers and manufacturers it is unquestionably the quickest and most economical route to the territories served, the saving in time and transport charges representing a considerable reduction in the landed cost of goods in Central African markets.
4. Climatic conditions are healthier and more congenial. After eight hours' rail travel from Lobito an altitude of 4,000 feet is reached, where the climate is cool and exhilarating and very similar to that of Europe.

STATIONS ON THE BENGUELA RAILWAY

Station.	Distance. Kilo- metres.	Altitudes in Metres.	Station.	Distance. Kilo- metres.	Altitudes in Metres.
Lobito ...	0	1	Chipêta ...	652	1,602
Catumbela ...	13	10	Nova Cintra ...	675	1,522
Benguela ...	36	7	General		
Lengue ...	50	97	Machado	702	1,474
San Pedro ...	54	230	Quanza ...	725	1,272
Corotêva ...	83	631	Cuéli ...	743	1,289
Catengue ...	122	537	Cuiva ...	764	1,279
Solo	142	800	Cuemba ...	784	1,330
Caimbambo ...	163	739	Savinguila ...	823	1,352
Cubal ...	197	907	Munhangô ...	845	1,423
Chimbôa ...	231	1,004	Simoje ...	863	1,495
Ganda ...	253	1,280	Cangonga ...	880	1,493
Alto Catumbela	269	1,250	Cavimbe ...	906	1,441
Babaéra ...	279	1,246	Sachângâ ...	922	1,409
Quinjenje ...	297	1,359	Caxipoque ...	962	1,463
Cuma ...	317	1,435	Salêno ...	981	1,440
Longonge ...	342	1,418	Luêna ...	1,018	1,382
Lépi	367	1,637	Vila Luzo ...	1,035	1,328
Calenga ...	385	1,854	Luculo ...	1,077	1,264
Robert Williams	397	1,742	Léua ...	1,097	1,232
Nova Lisboa ...	425	1,698	Sandando ...	1,118	1,176
Cambuio ...	451	1,736	Lumeje ...	1,135	1,140
Bôas Aguas ...	471	1,765	Casai ...	1,155	1,124
Vila Nova ...	480	1,848	Chabaia ...	1,177	1,113
Bela Vista ...	502	1,804	Chifumage ...	1,198	1,102
Chinguar ...	519	1,808	Caifuche ...	1,219	1,093
Cutato ...	546	1,722	Luacano ...	1,242	1,088
Capeio ...	581	1,765	Mucussueje ...	1,281	1,054
Vouga ...	604	1,754	Teixeira de Sousa	1,334	1,098
Silva Porto ...	627	1,720	Frontier ...	1,347	989

Stations on the Extension of the Benguela Railway from Teixeira de Sousa to Elizabethville on the Katanga Railway System

Station.	Distance from Lobito. Kilometres.	Station.	Distance from Lobito. Kilometres.
Dilolo Gare ...	1,350	Kiala ...	1,745
Kakunda ...	1,387	Kolwezi ...	1,774
Divuma ...	1,418	Kazembi ...	1,797
Malonga ...	1,454	Lualaba ...	1,810
Kasaji ...	1,487	Kisenda ...	1,823
Mungulunga ...	1,556	Kisanfu ...	1,840
Mutshatsha ...	1,617	Pumpi ...	1,850
Kayembe ...	1,657	Tenke ...	1,869
Lufupa ...	1,688	Jadotville ...	1,983
Kanzenze ...	1,719	Elizabethville ...	2,111

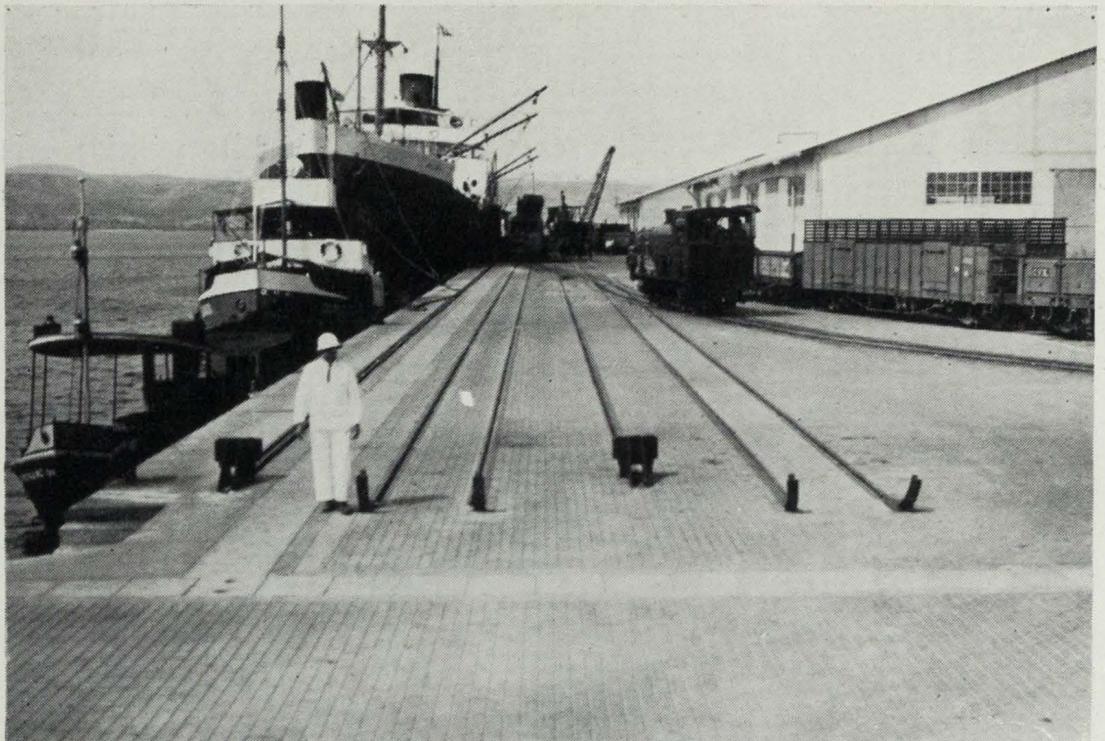
HOW THOUSANDS OF MILES OF TRAVEL CAN BE SAVED ON A JOURNEY TO CENTRAL, SOUTH AND EAST AFRICA

A Comparative Table of Distances from London to some of the chief African towns via (1) Lobito, (2) Capetown, (3) Beira

NOTE.—To certain places in the Union of South Africa the distance is further by Lobito than by Capetown but it must be remembered that travelling by the former port ensures a fine weather sea passage and avoids the rough seas so prevalent during the last two days voyage to the Cape, proverbially known as the Cape of Storms.

			By Sea. Miles.	By Land. Miles.	Total Miles.
ELIZABETHVILLE (Belgian Congo)	Via LOBITO	...	5,050	1,319	6,369
	Via Capetown	...	6,127	2,301	8,428
	Via Beira	...	7,990	1,616	9,606
BROKEN HILL (Northern Rhodesia)	Via LOBITO	...	5,050	1,602	6,652
	Via Capetown	...	6,127	2,015	8,142
	Via Beira	...	7,990	1,328	9,318
LIVINGSTONE (Northern Rhodesia)	Via LOBITO	...	5,050	1,970	7,020
	Via Capetown	...	6,127	1,647	7,774
	Via Beira	...	7,990	960	8,950
VICTORIA FALLS (Northern Rhodesia)	Via LOBITO	...	5,050	1,977	7,027
	Via Capetown	...	6,127	1,640	7,767
	Via Beira	...	7,990	953	8,943
BULAWAYO (Southern Rhodesia)	Via LOBITO	...	5,050	2,257	7,307
	Via Capetown	...	6,127	1,360	7,487
	Via Beira	...	7,990	673	8,663
SALISBURY (Southern Rhodesia)	Via LOBITO	...	5,050	2,556	7,606
	Via Capetown	...	6,127	1,659	7,786
	Via Beira	...	7,990	374	8,364
MAFEKING (British Bechuanaland)	Via LOBITO	...	5,050	2,749	7,799
	Via Capetown	...	6,127	870	6,997
	Via Beira	...	7,990	1,165	9,155
KIMBERLEY (Union of South Africa)	Via LOBITO	...	5,050	2,970	8,020
	Via Capetown	...	6,127	647	6,774
	Via Beira	...	7,990	1,381	9,371
JOHANNESBURG (Union of South Africa)	Via LOBITO	...	5,050	2,939	7,989
	Via Capetown	...	6,127	956	7,083
	Via Beira	...	7,990	1,347	9,337
PRETORIA (Union of South Africa)	Via LOBITO	...	5,050	2,955	8,005
	Via Capetown	...	6,127	1,001	7,128
	Via Beira	...	7,990	1,392	9,382

The above sea distances are for a direct voyage from London. Should passengers be travelling by intermediate vessels, calling at other West African Ports *en route*, in order to take advantage of the lower fares, the distances saved by disembarking at Lobito are even greater. The latter port is 1,410 miles north of Capetown necessitating a sea voyage of five days.



SHIPPING ALONGSIDE THE QUAYS AT LOBITO



GOODS AWAITING SHIPMENT ON THE QUAYS

HARBOUR FACILITIES

The port of Lobito enjoys deep water at all states of the tide, and affords a particularly safe and spacious anchorage. An adequate supply of bunker coal is always available, while vessels calling at Lobito for the sole purpose of bunkering and taking on water benefit by a reduction of 90 per cent. in harbour dues. Fresh provisions such as meat, excellent fish and vegetables are also obtainable at short notice.

LUGGAGE

Each first- or second-class passenger is entitled to free transport of registered luggage up to 50 kilogrammes weight (approximately 110 lbs.) This limit is reduced to 25 kg. for children travelling half-fare.

Excess luggage is charged for at the rate of 4/6 per 22 lbs. for the whole journey from Lobito to the frontier and *pro rata* for shorter distances.

Third-class passengers are entitled to free transport of luggage up to 25 kg. This limit is increased to 50 kg. for settlers or soldiers travelling with tickets issued under Government requisition.

TRANSCONTINENTAL TRAIN SERVICE

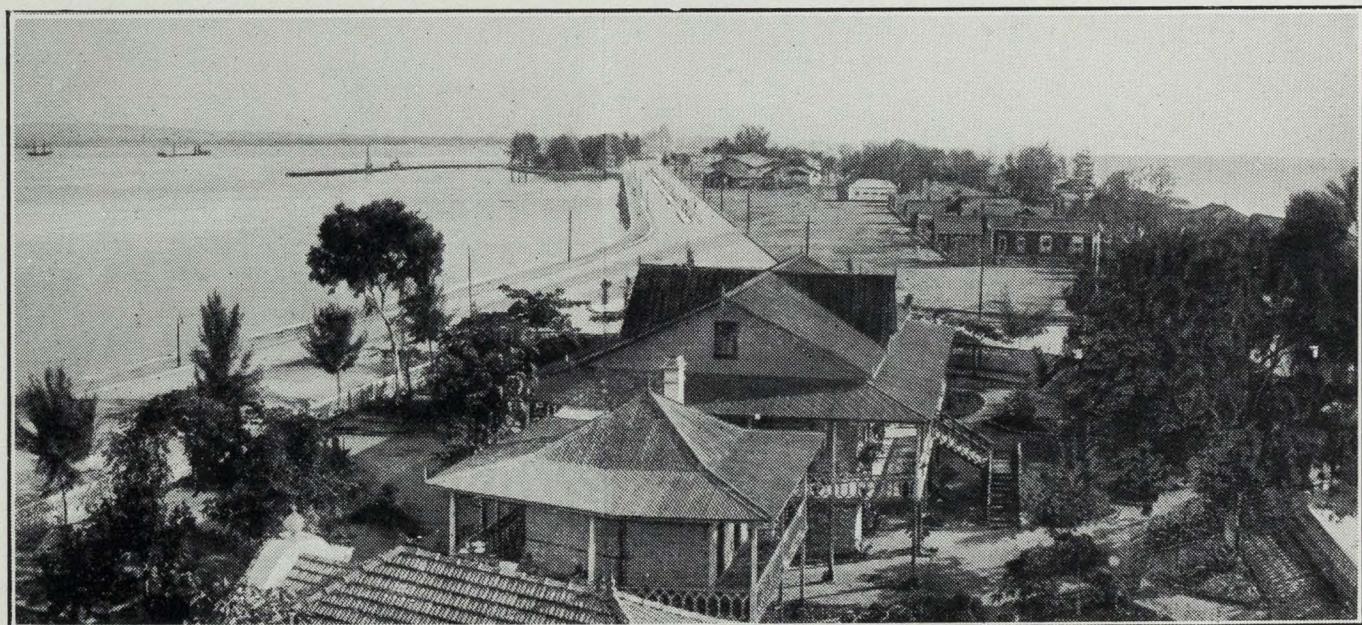
Train services connect Lobito to Portuguese East African ports via the Congo and Rhodesia and provide the quickest route across the continent. The journeys of 2,935 miles from Lobito to Beira and of 3,336 miles from Lobito to Lourenço Marques both take about 7 days by rail, whereas by sea they take 16 and 14 days respectively.

PASSPORTS AND REGULATIONS CONCERNING FOREIGNERS ENTERING ANGOLA

Passports should be endorsed to allow travel in Portuguese Possessions, but no visa is required in the case of passengers travelling in Angola, or proceeding "in transit" to a destination beyond the frontier, provided they do not remain in Angola for a period exceeding 15 days.

Passengers intending to remain in Angola longer than 15 days should obtain the usual visa from the Portuguese Consular Authorities before departure.

Visitors wishing to remain in Angola for any period exceeding 15 days are required, as in other African Colonies, to deposit £50, which amount is refunded to them on leaving the Colony.



LOBITO—A VIEW LOOKING ALONG THE SAND SPIT

The Cia. de Combustiveis do Lobito, who specialize in bunkering arrangements at the port, are completing an extensive installation for the bulk storage of fuel, diesel and other oils for bunkering purposes. By the end of 1938, vessels calling at Lobito will be able to take in supplies of oil alongside a deep water quay berth. The same Company is also completing an installation to enable supplies of petrol in bulk to be carried on the Benguela Railway to stations in Central Africa.

GENERAL INFORMATION

RETURN TICKETS

These are issued for all classes at a reduction of 25 per cent. on the rate fixed in the General Tariff for two single tickets.

Return tickets are available during 4 days for a 100 kilometres trip and during a further 2 days for each 100 kilometres or fraction thereof above the first 100.

SPECIAL TOURIST FARES

Tourists who obtain "circular" tickets for round trips to Africa through recognised travel agencies benefit by a reduction of 25% on the ordinary Fare Tariff on the Benguela and Belgian Congo Railways. These Tickets are available for 30 days (subject to restrictions on the length of stay allowed to foreigners) and the journey may be broken at intermediate stations.

In the event of a return journey being made over the same route, single fare plus one-eighth is charged for the double journey. These tickets are valid for 6 months and are available on all trains including the "Trains-de-luxe." A summary of the special fares is given below and further particulars will be supplied on request.

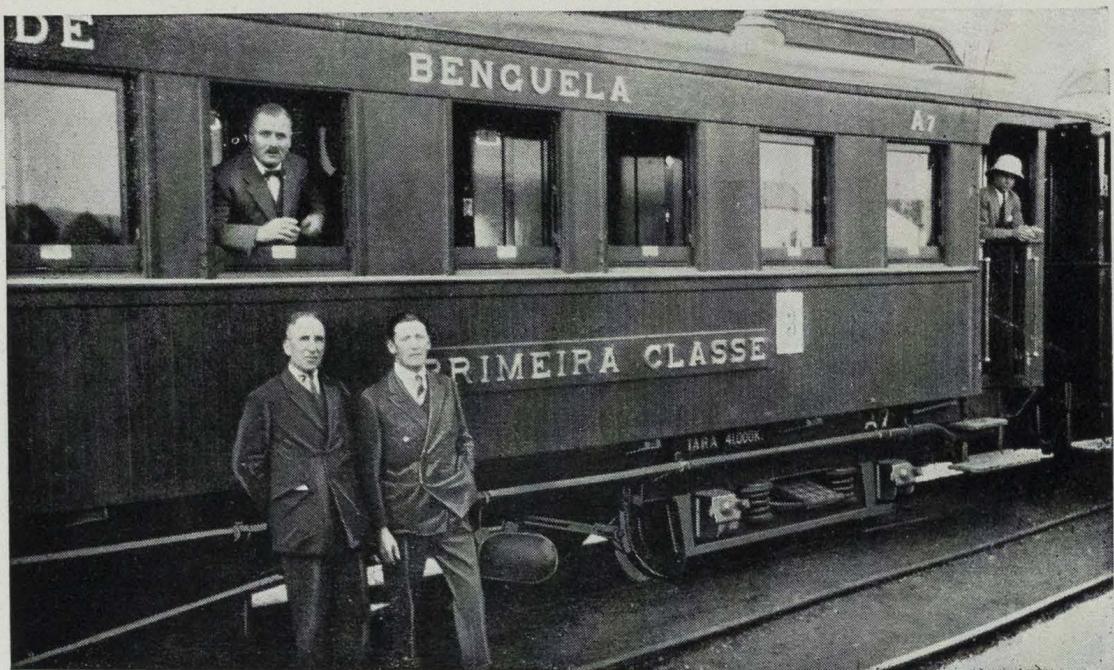
		1st Class Tourist Fares	1st Class Ordinary Fares
LOBITO to TENKE	... ... (Single)	£10 7 6	£13 16 8
"	... ... (Return)	15 11 3	20 15 0
LOBITO to ELIZABETHVILLE	(Single)	11 12 6	15 9 10
"	(Return)	17 8 6	23 4 9
LOBITO to SAKANIA	... (Single)	12 17 3	17 3 0
	(Congo-Rhodesian Frontier)		
LOBITO to SAKANIA	... (Return)	19 5 10	25 14 6

Subject to slight variation according to the rate of exchange.

SLEEPING AND RESTAURANT CARS

First and second class sleeping and restaurant cars are run on all through mail trains. They are under the management of the Wagon-Lits Company and meals are served at the following approximate prices :—

Breakfast	...	...	...	...	2/-
Lunch	...	...	...	...	3/6
Dinner	...	...	...	...	4/-



TYPE OF FIRST CLASS COACH ON THE BENGUELA RAILWAY

TRANSPORT REGULATIONS PASSENGERS

Children under 3 years of age are conveyed free but are not entitled to a seat. Children between 3 and 7 years of age are charged half-fare. Whole fare is charged for children over 7 years of age.

Separate third class accommodation is provided for Natives and Europeans. Natives, if properly dressed in European clothes, may be allowed to travel in the superior classes.

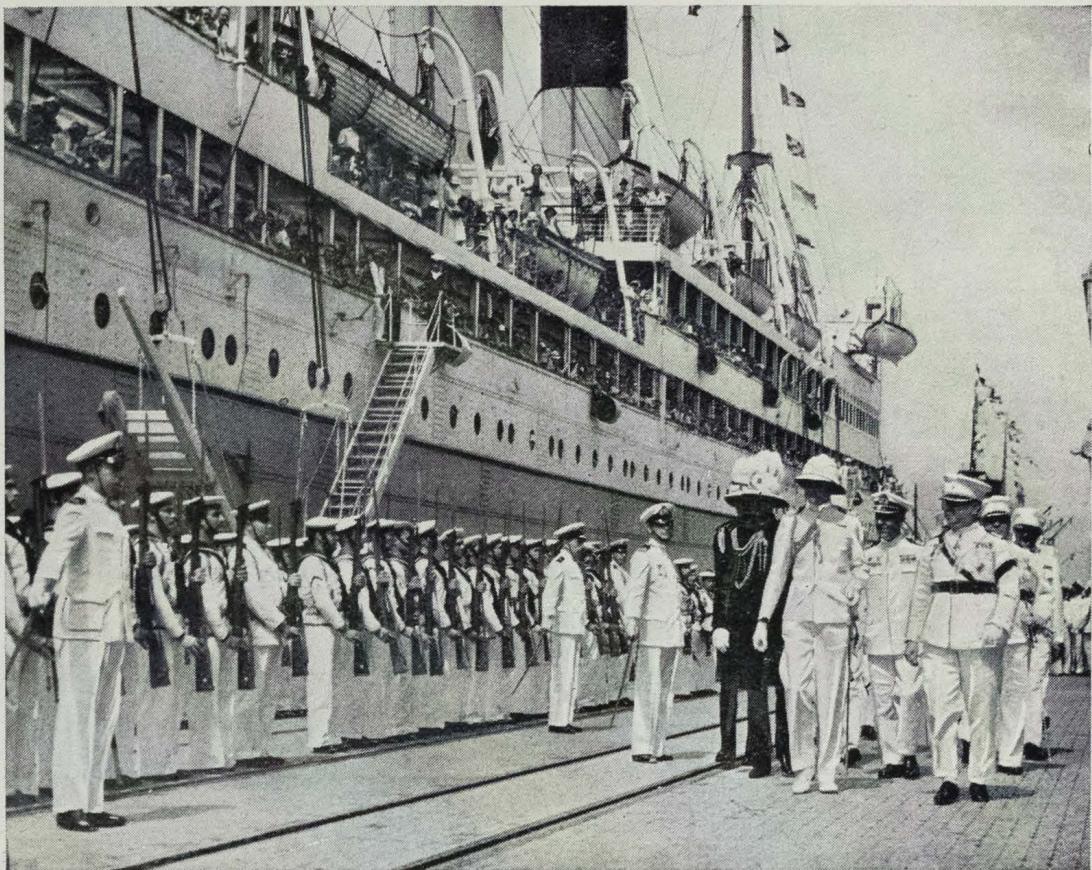
Native servants, clean and properly dressed, may accompany their masters in the coaches or reserved compartments, on payment of the fare for the class of carriage in which they travel.

At all stations where tickets are sold passengers can only occupy their places in the train after having obtained a ticket for the train and for the class they wish to travel by.

Passengers must show their tickets to the company's employees whenever requested to do so, and they must hand over the tickets either at the station of destination or to the ticket collector on the train during the last part of the journey.

Passengers boarding a train without having previously booked their proper tickets, should at once notify the train conductor of this fact. If the journey has been started from a station where tickets are sold, such passengers will have to pay the full normal fare, plus 25 per cent. over-charge; if from a station or authorised stop where tickets are not sold, only the ordinary full fare will be charged.

Passengers not holding the proper tickets issued for the train and class they occupy, and not having notified the train conductor, will be charged double the full ordinary fare, from the place at which they boarded the train to their destination.



H.R.H. THE DUKE OF KENT EMBARKING AT LOBITO ON R.M.S. WINDSOR CASTLE FOR SOUTHAMPTON

If passengers cannot prove where they have boarded the train, double fare will be charged as from the last place where tickets were examined; or, if no examination of tickets has been made, from the station from which the train started.

Passengers failing to present their tickets at station of destination, after train has left same, will be considered as having travelled first class and charged accordingly.

Passengers wishing to continue their journey beyond the destination shown on their tickets, or wishing to travel in a class superior to that for which they hold tickets, should notify the train conductor, and will be charged the extra fare for the excess journey, or the difference between fares corresponding to the two classes, plus, in each and either case, an over-tax of 5 per cent. If passengers fail to notify the train conductor, they will be charged, in each and either case, double the ordinary fare or the difference between the fares for the two classes.

The above regulations do not exempt passengers from any penalties they may have incurred and which may be enforced by a Court of Law, if criminal intention on their part is proved.

Passengers may leave the train at any station before the destination shown on their tickets, but the remainder of the journey will be forfeited, except in cases of "force majeure" duly reported to the station-master, who will, in such cases, revalidate the tickets for the next train to the destination shown on same.

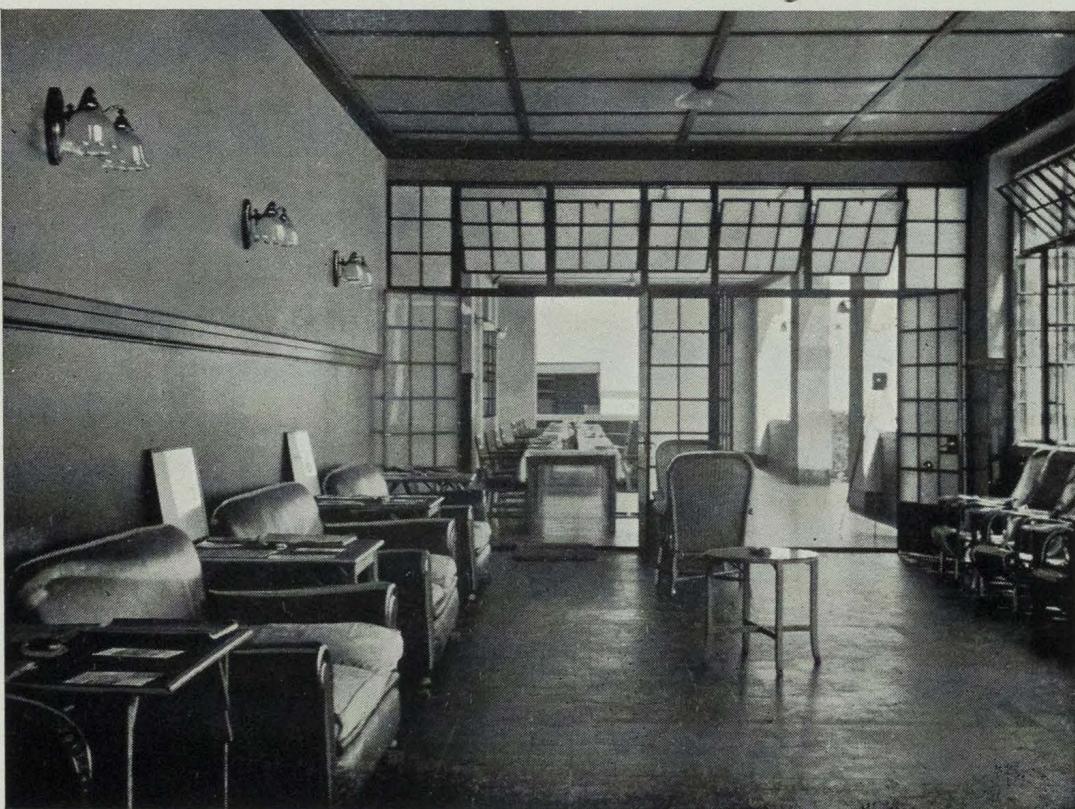
DESCRIPTION OF PRINCIPAL STATIONS ON THE BENGUELA RAILWAY

THE PORT OF LOBITO

Railhead : S. Lat. $12^{\circ} 19' 0''$. Long. $13^{\circ} 25' 30''$ E.Gr.

The Benguela Railway is very fortunate in having as its terminus on the Atlantic Coast of Africa the land-locked harbour of Lobito Bay, one of the finest natural harbours in the world. By reason of its geographical position, the importance of which may be appreciated by a glance at the table of comparative distances from Europe to South Central Africa on page 4, it is destined to hold a foremost place among the shipping centres of the world.

The panoramic coloured view shown on the centre page conveys a realistic impression of the Bay and Quays and the possibilities for the development of additional facilities which will become necessary as trade increases. The entrance to the harbour is clearly indicated by light-houses and shipping can enter or leave under any weather conditions and at any time of the day or night. A remarkable feature of the sand-spit which forms the seaward side of the harbour is its steep slope of one in two which enables large liners to approach to within 50 feet of the shore. This sand-spit has an average width of about 250 yards and on it are situated the Head Offices of the Benguela Railway Company, Government buildings and the residences of Government and Railway officials. An Antarctic sea current flows



THE LOUNGE. LOBITO HOTEL



VIEW TAKEN FROM THE ROOF OF THE MAIL TRAIN ON ITS ARRIVAL AT VILA LUSO, 650 MILES FROM LOBITO

up the coast and refreshing sea breezes constantly blow over the spit.

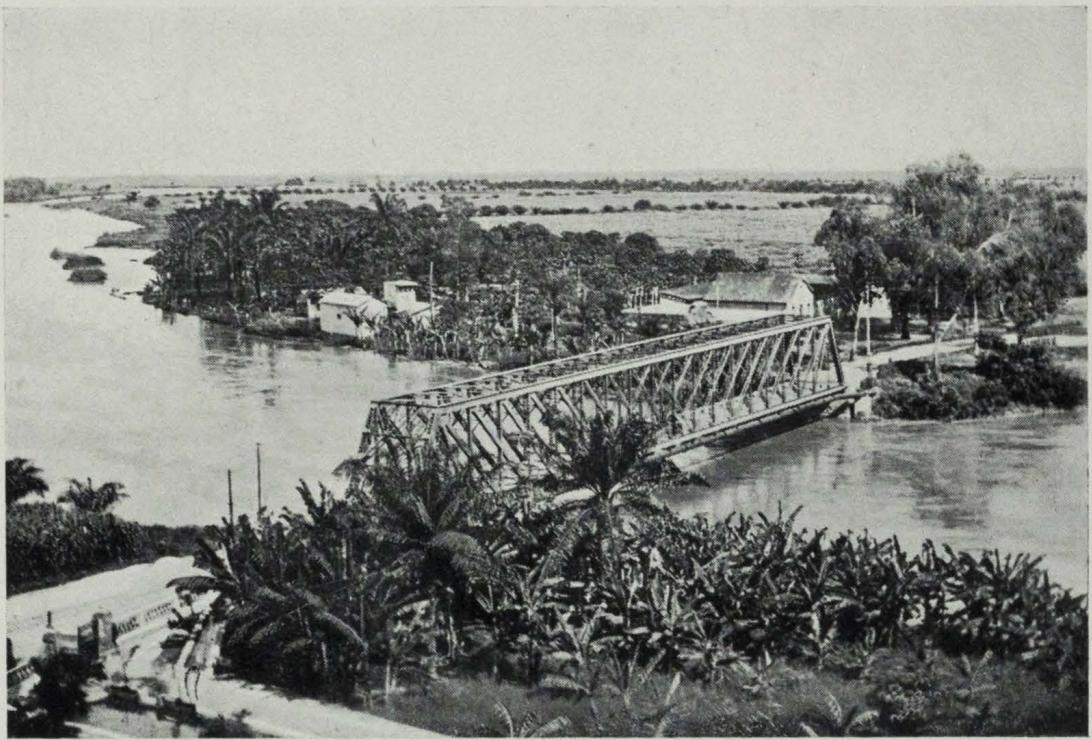
In the harbour itself, a wooden pier belonging to the Benguela Railway affords two berths, one 120 metres long, and latterly the Government has constructed fine quays, the largest vessels now being able to berth alongside them. The depths of water at the Railway Pier and at the Quay-walls are respectively 15 and 10.5 metres or 50 feet and 35 feet. Coal and oil bunkering stations provide for the vessels of all nationalities which use the port.

The chief exports are maize, wheat, beans, wax, hides, sugar, sisal, salt, oil-seeds, cattle for slaughter, and dried fish for native food.

The town is administered by a Municipal Council and has a Municipal Court, Customs, one Company of Native Troops, a Notary Public and a Hospital, the latter run by the Benguela Railway. The offices of many important commercial firms and British, German, Italian and Belgian Consulates are to be found. An excellent Hotel has been constructed by the Benguela Railway and is under the management of the Wagon-Lits Company.

Direct communication is maintained with the remainder of Angola and with all foreign countries by means of a Radio Station, a Cable Station at Benguela, Government telegraph lines and the Benguela Railway telegraph line which can be utilised by the public.

The climate being temperate, despite the town's proximity to the equator, Lobito has a fine record for child welfare and out of a population of about 1,000 Europeans, there are approximately 250 children. The cost of living is very reasonable and all provisions, meat, vegetables and fish are procurable at a moderate price.



BRIDGE OVER THE CATUMBELA RIVER

CATUMBELA

An important industrial and agricultural town where the electrical generating plant which supplies power to Benguela and Lobito, and the large sugar plantations of Cassequal, is situated. The Cassequal Estates now have two large factories capable of producing 18,000 tons of sugar per annum and own a distillery for the production of alcohol from the molasses which has a capacity of 30 hectolitres (about 60 gallons) per day. Stone quarries, lime-kilns and large salt pans, the latter the property of Sociedade Agricola da Ganda, are extensively worked.

BENGUELA

This ancient town is to-day the seat of Government of the district of the same name. Government administrative offices, Civil, Criminal and Commercial Law Courts and a Hospital, a theatre, hotels and numerous commercial establishments are to be found. Greece and Norway maintain Consular agencies here.

CATENGUE

Catengue is of some importance as the shipping station on the Railway for cattle coming from Mondombes, Cuporola and Quilengues.

CHIMBOA

A small station which serves the important plantations belonging to the Sociedade Agricola da Chimbôa, which produces maize, fruit and coffee.

GANDA

This settlement has developed remarkably of late, having excellent buildings and well laid-out streets planted with trees. The European population is approximately 200. Several important commercial firms are established here including large saw-mills. The Ganda district has a large native population and there are splendid roads, very well kept and with good bridges, which may be counted among the best in Angola. It is the station for Caconda and the adjoining rich agricultural district, with which it is connected by a good and most picturesque road which runs across the mountains of Chindumba. Important coffee plantations, a Government Experimental Farm and the Ganda Catholic Mission are also to be found in the neighbourhood.

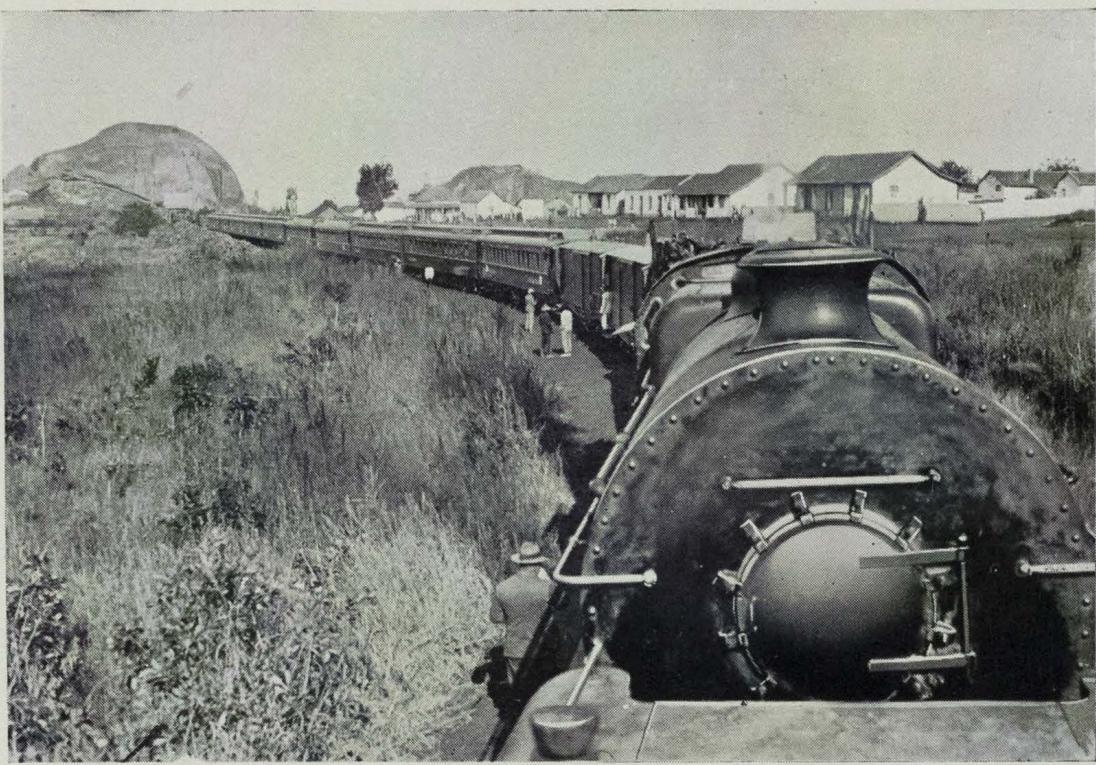
At Km. 269 on the railway is the important property of Alto Catumbela, 10,000 acres in extent, belonging to "Benguella Estates, Ltd.," where sisal is cultivated on a large scale. In conjunction with other estates at Capacca at Km. 213, the average yearly production is from 1,500 to 2,000 tons of first-class fibre for which the highest world's prices are being obtained. The Estate is connected with Ganda by an excellent road and has its own private siding for loading purposes. The Company was organised by the Zambesia Exploring Company, Limited, which is intimately connected with the Companhia do Caminho de Ferro de Benguela.

QUINJENJE

Quinjenje has progressed remarkably during the past few years and is now an important commercial centre dealing chiefly in maize and provisions which are brought from Ganda, Balombo, etc., by road.



THE RESIDENCE OF THE GOVERNOR-GENERAL OF ANGOLA AT LOBITO BAY



THE MAIL TRAIN AT LEPI STATION

CUMA

Several important commercial firms are established here.

LONGONGE

The large tile and brick factory, "A Resistente," the manufactured products of which are largely exported to all points along the line, is the principal industrial undertaking in Longonge.

LEPI

Exceptionally situated on the high slopes of the Lepi range, the town of Lepi is 1,637 metres (roughly 5,500 feet) above sea-level with a magnificent view. The water is considered to be the best in the country opened up by the Benguela Railway, and is sent to various places along the line. Owing to its fine situation and splendid climate Lepi has often been indicated as the most suitable place for a sanatorium.

The section of the line between Lepi and Calenga is particularly interesting, both from an engineering point of view and from the fine scenery. Shortly before Calenga at Km. 383, the line passes Lepi summit, the highest point on the line, at an altitude of 1,854 metres (6,180 feet).

CALENGA

This is a very healthy place, extremely suitable for European settlement, and is the centre of important agricultural developments. These are chiefly fruit and vegetables, the district being the largest producer of potatoes in the country.

VILA ROBERT WILLIAMS

So named as a tribute to the late Sir Robert Williams, Bart., to whose untiring efforts the construction of the Benguela Railway was due, this is one of the most flourishing and prosperous settlements on the plateau, and has important commercial undertakings. It is connected with all parts of the Colony by very good motor roads and two small hotels provide accommodation for visitors.

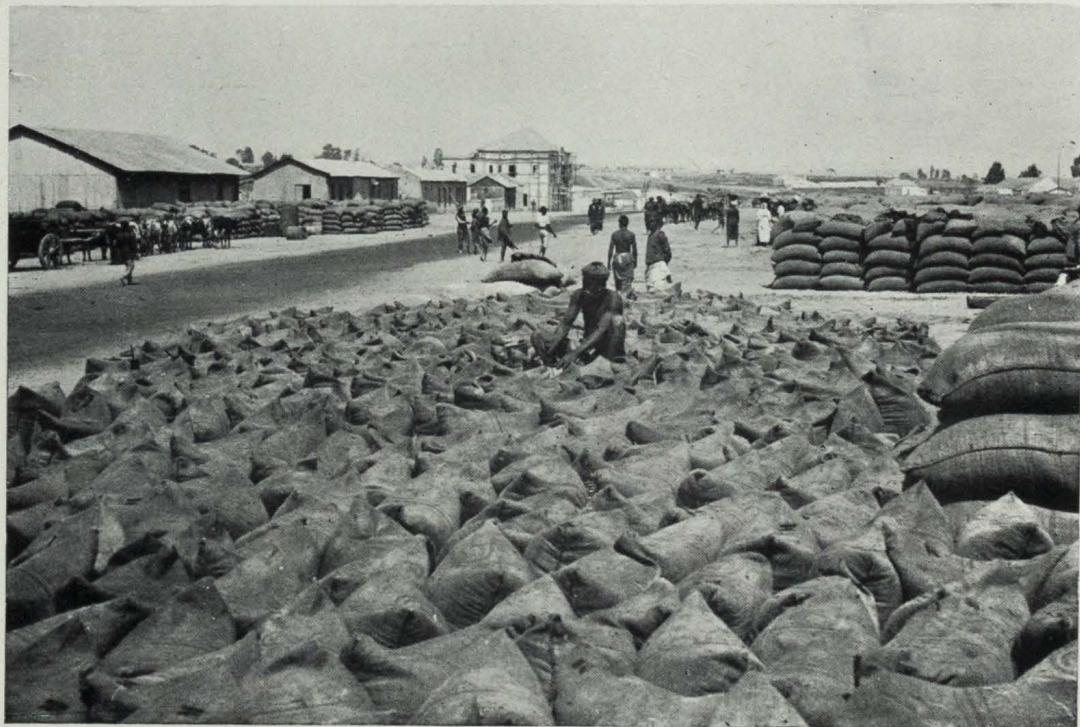
NOVA LISBOA

This is the centre and administrative headquarters of the high plateau of Benguela. The climate is excellent and suitable for European colonisation, and combined with fertile soil, creates ideal conditions for the cultivation of cereals, fruit and vegetables and other products of temperate zones.

From a commercial point of view the town is the most important in the hinterland of Angola, among the many industrial establishments being flour mills, tile and brick works, saw mills, tanneries, joiner's shops and automobile repair works. Travellers are catered for by two hotels and a cinema and schools have also been provided. The town is the centre of a vast system of splendid roads, connecting it with all parts of the Colony and of which there are over 700 Kms. (over 420 miles) in the area of the district alone.

The Benguela Railway has its main Repair Workshops here and these, it is claimed, are among the best equipped in Africa, being driven by power obtained from a hydro-electric plant on the River Cuando, 18 Kms. (12 miles) distant.

The Geological Mission of Angola, a Department of the Agricultural Services, the Technical Committee of Motor Transport of the third zone, a Government Wireless Station and a well-equipped aerodrome are established here.



MAIZE AWAITING SHIPMENT AT NOVA LISBOA STATION

The Roman Catholic Mission of Nova Lisboa is situated at Cuando, some 15 kilometres distant.

VILA NOVA

This is a flourishing settlement, with many commercial and industrial houses and an hotel. As in the case of the majority of the districts served by the Benguela Railway, the climate is remarkably good as can be gathered from the fine, healthy appearance of the many European children.

BELA VISTA

A station with, as its name denotes, a magnificent view of the surrounding country from an altitude of almost 6,000 feet above sea level. The largest Protestant Mission Station in Angola, Dondi by name, is within five minutes by motor car.

CHINGUAR

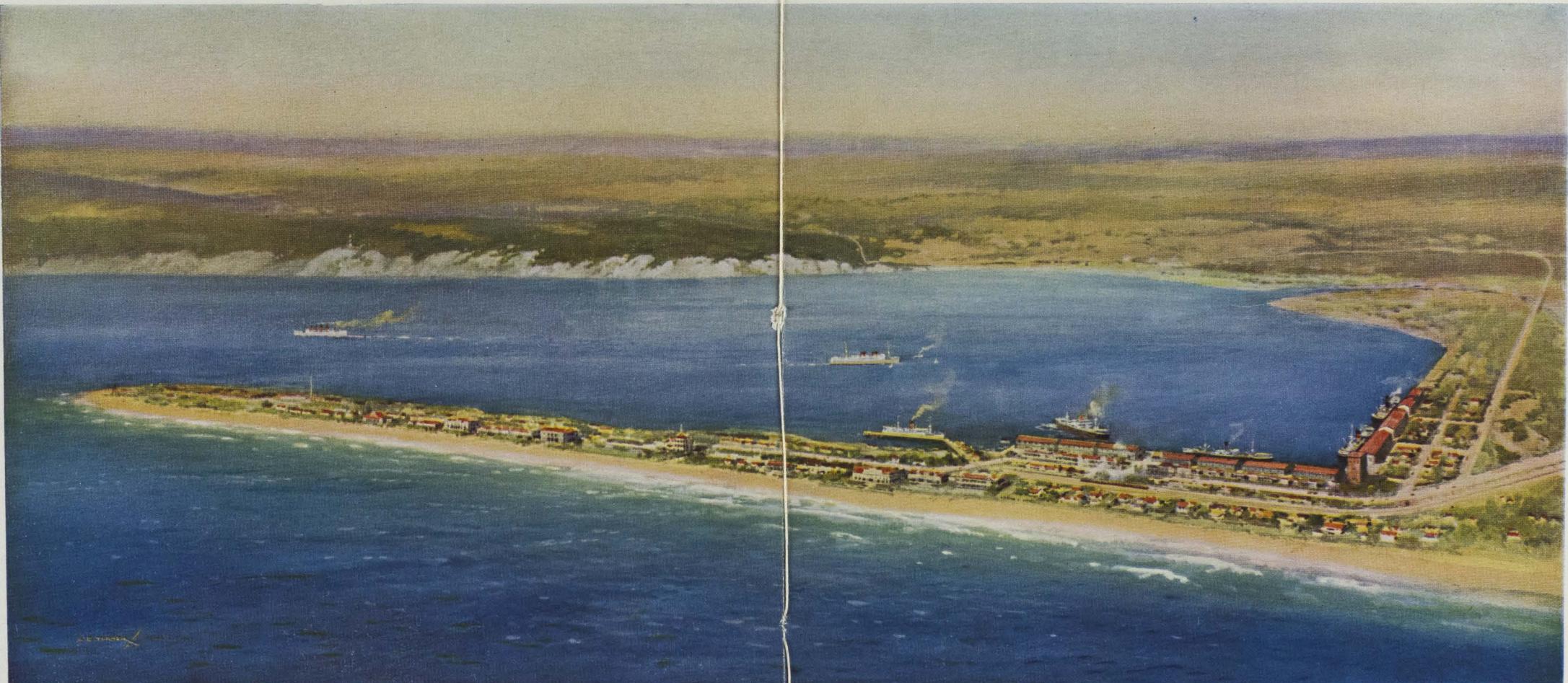
This is an important business centre, the chief exports being maize, hides, oil-seeds and some wax.

SILVA PORTO

Of all the many districts in Angola suitable for European colonisation, that around Silva Porto must take nearly the first place. Its excellent climate and fertile soil, well watered by numerous rivers, its transport facilities ensured by the Benguela Railway and by good roads, have all combined to encourage the many commercial and agricultural enterprises which have started and are progressing rapidly here. Most of this district is suitable for cattle ranching.



GENERAL VIEW OF RAILWAY EMPLOYEES' GARDEN CITY AT NOVA LISBOA, WHI



LOBITO BAY

The Atlantic Terminus of the Benguela Railway. The Bay is $2\frac{1}{2}$ miles in length and one mile wide and a new up-to-date Quay has recently been completed. A modern hotel with the latest improvements necessary for luxury and comfort has just been built by the Benguela Railway and the management has been entrusted to the Wagon-Lits Co. All the year round bathing can safely be enjoyed on the Lobito beach.

VILA GENERAL MACHADO

So named as a tribute to the memory of the late General Sir Joaquim Jose Machado, formerly Managing Director of the Company and one of the original colleagues of the late Sir Robert Williams on the formation of the Company. This is now a flourishing commercial settlement with numerous houses, two small hotels, and a Government Wireless Station.

CUEMBA

This station serves the "Cuemba Plantations, Ltd.," an important agricultural undertaking in Angola, producing sisal, coffee and tobacco.

At about 1 km. from the railway are the beautiful Cuemba Falls from which a part of the available power has been utilised to drive a hydro-electric plant.

VILA LUZO

Vila Luzo is chiefly important for its Government Residence, Hospital and Wireless Station, and being the junction of the motor road to the N.E. of the Colony where the Diamond Fields are situated.

VILA TEIXEIRA DE SOUSA

This is the last station on the Benguela Railway at Km. 1,334, 13 Kms. from the Angola-Belgian Congo Frontier on the River Luau.

The name was adopted as a tribute to the memory of the great Portuguese Statesman who signed the Concession Agreement for the Benguela Railway. It is the seat of a Frontier District and buildings have been erected to house the various Government departments.



HERE THE MOST UP-TO-DATE RAILWAY WORKSHOPS IN AFRICA HAVE BEEN BUILT



H.M.S. DELPHINIUM AND THE UNION CASTLE COMPANY'S R.M.V. CARNARVON CASTLE IN LOBITO BAY

SHIPPING LINES CALLING AT LOBITO

COMPAGNIE MARITIME BELGE, S.A.

61, REMPART STE. CATHERINE, ANTWERP, BELGIUM

Agents.—Messrs. ELDER DEMPSTER & Co., LTD., Colonial House, Liverpool, and 8, Spring Gardens, Cockspur Street, London, S.W.1.

Express service to and from Antwerp every 14 days. Sea passage about 17 days.

Note.—The Benguela Railway runs special De Luxe trains in connection with the arrival at and departure from Lobito of these steamers. Rail journey from Lobito to Elizabethville, 3 days.

Specimen Fares.—From ANTWERP :—

1st Class de luxe	...	...	...	Fr. 12,975	(£88 5 3)
1st Class	...	...	...	Fr. 8,650	(£58 16 10)
2nd Class	...	...	...	Fr. 6,650	(£45 4 9)

Calculated at the rate of Fr. 147 = £1.

These fares are temporarily reduced by 25 per cent.

COMPANHIA NACIONAL DE NAVEGAÇÃO

RUA DO COMERCIO 85, LISBON, PORTUGAL.

Agents.—Messrs. DAVIDSON, PARK & SPEED, LTD., 34, Gt. St. Helen's, London, E.C.3.

Service from Lisbon. Outwards, 1st and 4th Saturday of each month. Homewards twice a month. Sea passage 23 and 17 days respectively.

Note.—Royal Mail or Blue Star Line ships provide a connection from London to Lisbon or the journey may be made in about 36 hours by train.

Specimen Fares.—From LISBON :—

Stateroom Class	...	...	Esc. 6,325 \$00	(£57 10 0)
1st Class Special	...	...	5,405 \$00	(£49 2 9)
1st Class	...	...	4,485 \$00	(£40 15 6)
2nd Class	...	...	3,335 \$00	(£30 6 4)

Calculated at the rate of Escudos 110=£1.

COMPANHIA COLONIAL DE NAVEGAÇÃO

RUA DO INSTITUTO VIRGILIO MACHADO 14, LISBON, PORTUGAL

Agents.—KERSTEN, HUNIK & Co. (LONDON), LTD., 5, Whittington Avenue, London, E.C.3.

Service from Lisbon. Outwards, 2nd and 3rd Saturday of each month. Homewards twice a month. Sea passage 19 and 23 days.

Note.—For services from London to Lisbon see note under Companhia Nacional de Navegação.

Specimen Fares.—From LISBON :—

1st Class de luxe	...	...	Esc. 6,325 \$00	(£57 10 0)
1st Class Special	...	...	5,405 \$00	(£49 2 9)
1st Class	...	...	4,485 \$00	(£40 15 6)
2nd Class	...	...	3,335 \$00	(£30 6 4)

Calculated at the rate of Escudos 110=£1.

UNION-CASTLE MAIL STEAMSHIP COMPANY, LTD.

3, FENCHURCH STREET, LONDON, E.C.3.

Regular express service from London to Lobito once every four weeks calling at Teneriffe. Sea passage, 14 to 18 days.

Note.—Union-Castle Line intermediate vessels call at Lobito on the outward voyage only and no service is at present available in the reverse direction unless sufficient inducement offers.

Return tickets issued at the rate of two single fares less 10 per cent. are available from other African ports.

All sailings and fares are subject to alteration without prior notice.

Specimen Fares.—From ENGLAND :—

1st Class—Special Outer Cabin	...	...	...	£60 0 0
Outer Cabin	...	...	...	£50 0 0
Inner Cabin	...	...	...	£40 0 0

Tourist Class—

Two-Berth Cabin	...	...	...	£24 0 0
Outer Four-Berth	...	...	...	£22 0 0
Inner Four-Berth	...	...	...	£20 0 0

GERMAN AFRICAN LINES

AFRIKAHAUS, GROSSE REICHENSTR. 27, HAMBURG, 8. GERMANY

Agents.—W.M. H. MULLER & Co., Greener House, 66–68, Haymarket, London, S.W.1.

Service from Hamburg, Rotterdam, Antwerp and Southampton once every two months.

Note.—Return tickets are issued at the rate of two single fares less 10 per cent.

Specimen Fares.—From SOUTHAMPTON

1st Class—De Luxe (Single Berth)	...	...	£66	0	0
Outer Cabin (Two Berth)	...	...	£56	0	0
Inner Cabin (Single Berth)	...	...	£45	0	0

Tourist Class—

Outer Cabin (Two Berth)	...	...	£35	10	0
Inner Cabin (Four Berth)	...	...	£25	0	0

AMERICAN WEST AFRICAN LINE

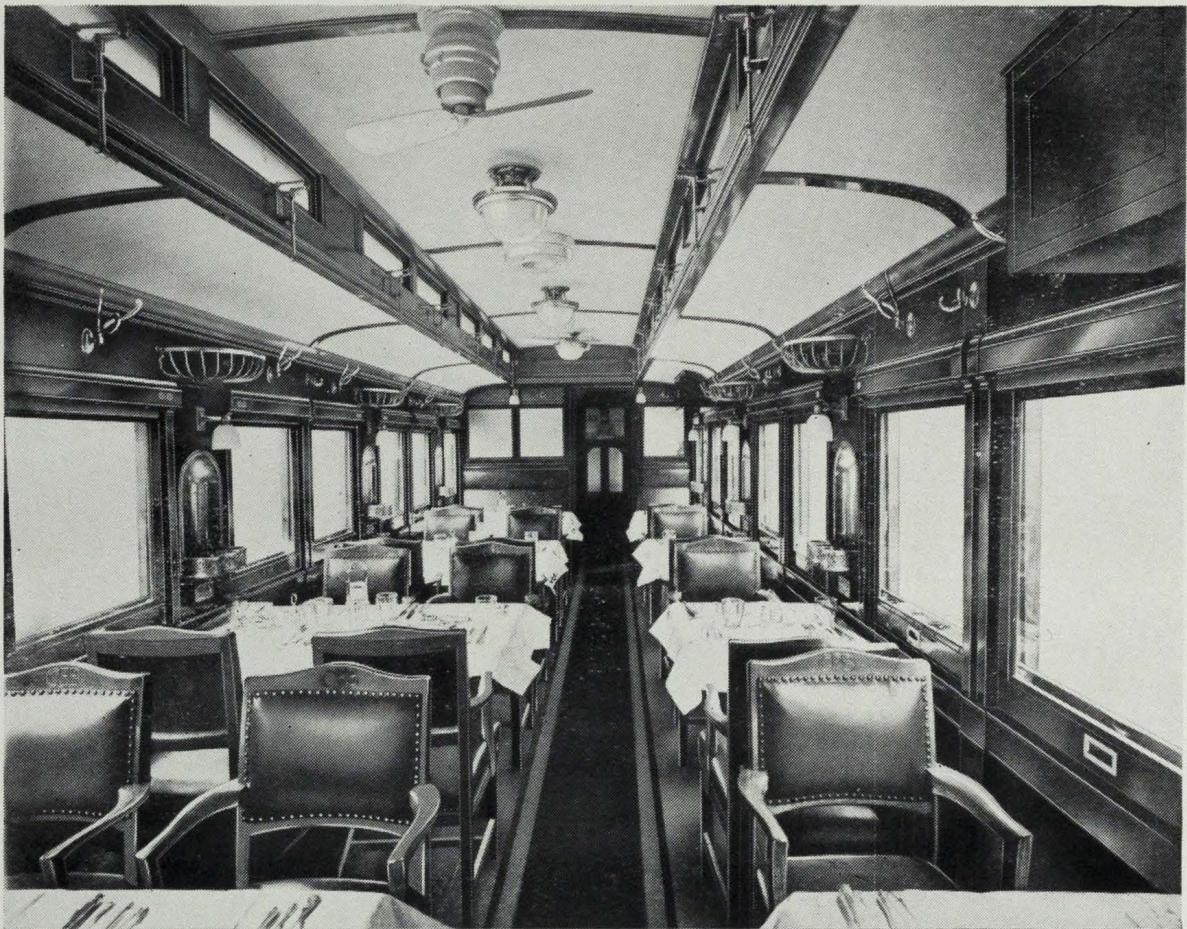
(Barber Steamship Lines)

Agents.—AMERICAN STEAMSHIP LINES AGENCY, LTD., Palmerston House, London, E.C.2.

Sailings from New York as inducement offers. Sea passage, approximately five to six weeks.



A SPECIAL SALOON COACH WITH SLEEPING ACCOMMODATION, BUILT BY THE METROPOLITAN-CAMMELL CARRIAGE WAGON AND FINANCE CO., LTD., AT SALTLEY WORKS, BIRMINGHAM



A DINING SALOON BUILT BY THE METROPOLITAN-CAMMELL CARRIAGE
WAGON AND FINANCE CO., LTD., AT SALTLEY WORKS, BIRMINGHAM

ELDER, DEMPSTER & CO., LTD.

8, SPRING GARDENS, COCKSPUR STREET, LONDON, S.W.1.

Sailings from New York as inducement offers. Sea passage, approximately five to six weeks.

**LLOYD TRIESTINO COMPANY
(Italian Lines, Ltd.)**

14, REGENT STREET, LONDON, S.W.1

Service from main Italian ports and from Marseilles. For further particulars please apply to the above address.

HOUSTON LINE (LONDON), LTD.

4, ST. MARY AXE, LONDON, E.C.3.

Sailings from Middlesbrough, Antwerp and London as inducement offers. Sea Passage 18 to 19 days.

CLAN LINE STEAMERS, LTD.

2, ST. MARY AXE, LONDON, E.C.3.

Sailings from Glasgow and Liverpool as inducement offers. Sea Passage, 16 to 17 days.

PASSENGER AGENTS

For further information regarding shipping services and fares mentioned in previous pages, intending passengers should communicate with one of the following Travel Agencies or any of the recognised Travel Agents in the United Kingdom or abroad.

EUROPE

THOS. COOK & SON, LTD., & WAGONS LITS.

Berkeley Street, London, W.I. Tel. : Grosvenor 4000.
And branches all over the world.

DEAN & DAWSON, LTD.

7, Blandford Square, London, N.W.I. Tel. : Paddington 8051.
And Branches.

LEOPOLD WALFORD SHIPPING, LTD.

48-50, St. Mary Axe, London, E.C.3. Tel. : Avenue 5212.

WM. H. MULLER & SONS.

Greener House, 66-68, Haymarket, London, S.W.I. Tel. :
Whitehall 7331.

AGENCE MARITIME INTERNATIONALE, S.A.

61, Rempart Ste. Catherine, Antwerp, Belgium.
41, Cantersteen, Brussels, Belgium.



A GROUP OF TOURISTS AT THE ENTRANCE OF THE BRIDGE OVER THE
RIVER CUANZA

ELDER, DEMPSTER LINES, LTD.

Colonial House, Water Street, Liverpool, 2.
8, Spring Gardens, Cockspur Street, London, S.W.1.
Tel. : Whitehall 7674.

PARRY, LEON & HAYHOE (SOUTH AFRICA), LTD.

2, Conduit Street, London, W.1 Tel. : Mayfair 6752.

JOHN P. BEST & Co.

Ste Ame., 35, Place Verte, Antwerp, Belgium.

THE AMERICAN EXPRESS Co., INC.

Antwerp	...	87, Place de Meir.
Brussels	...	16, Boulevard du Jardin Botanique.
London	...	6, Haymarket, S.W.1.
Marseilles	...	13, La Canebiere.
Naples	...	23, Piazza dei Martiri.
Paris	...	11, Rue Scribe, 9e.

And offices throughout the United States of America and in all the principal cities of the world.

AFRICA

H. SCHULMAN.

P.O. Box 67, N'Dola, Northern Rhodesia.

NORMAN S. MAUGHAN.

P.O. Box 16, Broken Hill, Northern Rhodesia.

COHEN, GOLDMAN & Co.

35-36, Stanley House, Loveday and Commissioner Streets, Johannesburg, Transvaal.

FREIGHT

THE BENGUELA RAILWAY provides the most direct and quickest route for traffic to and from the mining centres of KATANGA and NORTHERN RHODESIA.

The port of Lobito is fully equipped to deal with the rapid handling of all classes of cargo. Special facilities are available for immediate clearance and despatch of imports, while a service of fast goods trains ensures quick transit to the interior.

A THROUGH BILL OF LADING SERVICE is maintained, by which traffic reaches ELIZABETHVILLE and N'DOLA within 25 to 30 DAYS from LONDON. A saving of several weeks in transit is thus gained compared with other less direct routes.

Refrigerator vans are attached to the fast passenger trains between Lobito and Elizabethville, providing a REGULAR EXPRESS SERVICE FOR CONVEYANCE OF PERISHABLE GOODS.

All enquiries concerning THROUGH RATES OF FREIGHT should be addressed to the GENERAL TRAFFIC AGENTS, or to the SUB-AGENTS mentioned below :—

GENERAL TRAFFIC AGENTS

LEOPOLD WALFORD SHIPPING, LTD.

48-50, ST. MARY AXE, LONDON, E.C.3.

Telephone : Avenue 5212 Telegrams : Walfship, Stock, London.

SUB-AGENTS

United Kingdom

GLASGOW.—GILLESPIE & NICOL, 68, Gordon Street, C.1.

LIVERPOOL.—LEOPOLD WALFORD TRANSPORTS, LTD., 105, The Albany, Old Hall Street.

MANCHESTER.—LEOPOLD WALFORD TRANSPORTS, LTD., Temple Buildings, Temple Street, C.-on-M.

NEWCASTLE.—LEOPOLD WALFORD TRANSPORTS, LTD., Exchange Buildings, Quayside, 1.

Europe

AMSTERDAM.—N. V. HERFURTH & Co., Damrak 85.

GENOA.—PAOLO SCERNI, Piazza Nunziata 64.

GOTHENBURG.—FALLENIUS & LEFFLERS A.B.

HAMBURG.—KERSTEN, HUNIK & Co. G.m.b.H., Steinhoff II.
BLOTHNER & GRAFE, Dovenhof 118.

PARIS.—CIE. FRANÇAISE DE MARINE ET DE COMMERCE, 6, Rue de Seze.

ROTTERDAM.—N. V. HERFURTH & Co., Westerstraat 42.

Africa

LOBITO.—CIA. INDUSTRIAL DO LOBITO, Caixa Postal No. 17 (Steamship Agents. Customs and General Forwarding Agents).

N'DOLA.—H. SCHULMAN, P.O. Box 67 (General Traffic Agent for Northern Rhodesia).

JOHANNESBURG (and Branch Offices).—COHEN, GOLDMAN & Co.,
37-48, Stanley House, Loveday and Commissioner Streets.

JOHANNESBURG (and Branch Offices).—PARRY, LEON & HAYHOE, LTD.,
P.O. Box 1101.

U.S.A.

NEW YORK.—A. L. BURBANK & Co., LTD.,
17, Battery Place.

PHILADELPHIA.—A. L. BURBANK & Co., LTD.,
1003, Public Ledger Building.



MAIL TRAIN PASSING THROUGH THE LENGUE GORGE



CATTLE HERDS GRAZING ON ONE OF THE RANCHES IN THE HIGHLANDS
OF ANGOLA

ANGOLA

Angola has an estimated area of 510,670 square miles with a population of some 3,000,000 souls. The whole district served by the railway has considerably developed, and there have sprung up important trading centres at Cuma, Lepi, Robert Williams, Nova Lisboa, Boas Aquas, Vila Nova, Bela Vista, Chinguar, Nova Cintra and Vila General Machado.

The two primary industries of Central and Southern Africa—agriculture and mining—are largely dependent on each other. The supply of foodstuffs consumed daily on the mines is of great importance to the farming communities. Angola, which will doubtless be recognised in the future as one of the great agricultural and pastoral areas of Africa, will be one of the sources from which the minefields of Katanga will draw for their food supply now that Lobito Bay is connected by rail with that district.

AGRICULTURE

The prospects for farming in Angola are most promising. Experience proves that coffee, maize, palm oil, coconuts, irrigation and rain crop cotton, potatoes, rice, peas, beans, rye, oats, barley, tobacco, sugar, wheat and sisal can be cultivated, while pineapples, lemons, oranges, tangerines, apples, pears, peaches, medlars and plums are fruits that do well when grown in suitable districts. Locusts are seldom seen and rinderpest and fly diseases have never menaced the cattle industry.

With the accessibility now afforded by the Benguela Railway there are admirable opportunities for mixed farming on the Central Plateau. This tableland is about 400 miles in breadth with an average altitude of 4,500 ft. It is well wooded and well watered by a regular rainfall which varies between 45 in. and 50 in. per annum. Cattle do well in this highland district, and horses, donkeys, sheep, goats and poultry thrive with ordinary care and attention. Maize is extensively cultivated.

The wheat crop is yearly increasing in quantity, especially in Bié and parts of the Benguela district, and beeswax collected by the natives in the Moxico district finds a good market. To the south of the railway large quantities of rice are grown.

In the Huila district there are approximately 35,000 head of cattle, and this is the best district for stock farming owing to its sweet pasture.

Sugar is the principal crop of the coastal plain, and many thousand tons are produced each year by the various companies engaged in this industry.

The cultivation of sisal in Angola is becoming of increasing importance. It has been demonstrated that this crop can be successfully grown on a large commercial scale, and both the quality and cost of production compare more than favourably with that of sisal estates on the East Coast of Africa, the home of the industry. The shorter sea voyage to the European markets brings the benefit of a lower freight, and the consignments of first-class fibre which are now being regularly exported find a ready sale.

CLIMATE

The climate of Angola is by no means tropical like many parts of West Africa, but is very similar to that enjoyed on the high veld in the Transvaal, and in the highlands during the winter months the nights can be extremely cold, with frost.

There are well-defined dry and wet seasons, with a regular rainfall. Though the climate of the sea board is tropical it is refreshed by the cold Antarctic current flowing past it from the south. There is comparatively little malaria and East Coast fever is unknown.

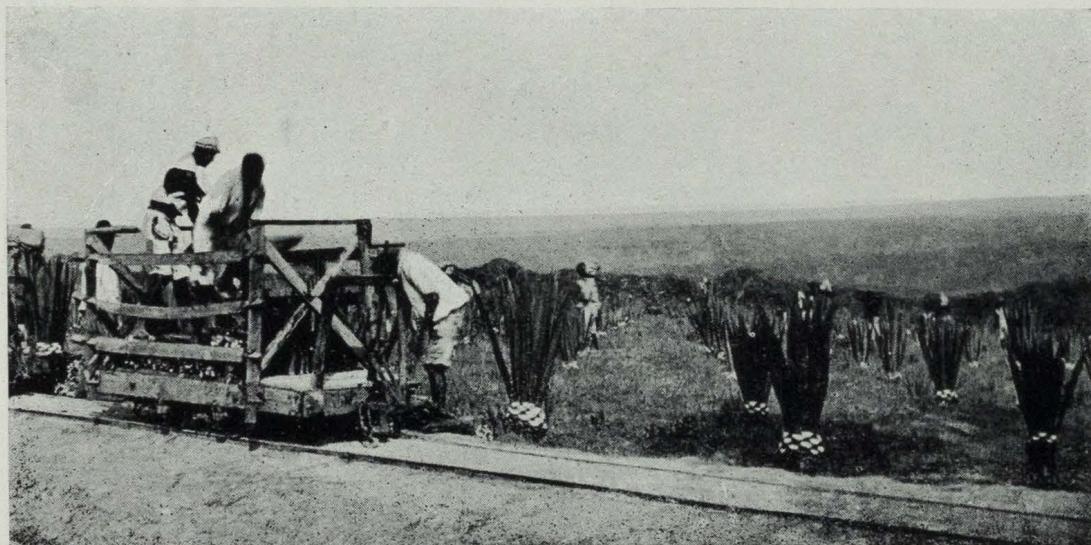
LAND SETTLEMENT

From the above summary it can be well appreciated that Angola is eminently suitable for white settlement, but notwithstanding the great attractions of such a proposition it should be borne in mind that the country is still in its initial stages of development, and in consequence the intending settler should have sufficient capital at his disposal both to develop his land and to tide him over the intervening period before his farm has reached the profit earning stage.

Applications for land should be made to The High Commissioner of Angola at Loanda, and a concession can be obtained for : (1) an area of 12,500 acres if required for agricultural purposes; (2) an area of 125,000 acres if required for cattle ranching.

The concessionaire is obliged to pay the cost of demarcation, which can be carried out either by a government surveyor to whom a fixed fee is payable, or a recognised private surveyor can be employed. A small rent has to be paid for the land, and when sufficiently developed a definite title will be granted, the concessionaire being protected in the meanwhile by a provisional title. Ultimately a freehold can be obtained by paying a sum equal to twenty times the yearly rent.

Write for particulars and give full details of your case to : Agencia Geral Das Colonias (Serviço de Propaganda), Rua Da Prata, Lisbon, Portugal.



CUTTING SISAL LEAVES FOR TRANSPORT TO FACTORY

MINING

Little serious attention has so far been paid to the mining possibilities of Angola, and metaphorically speaking the surface of the country has hardly been scratched. Diamonds are at present the only important product, and alluvial stones of exceptional quality and in considerable quantities have been discovered in many parts of the country.

LABOUR

Angola is well populated, being inhabited by some 3,000,000 souls. The last census estimated the total male population at approximately 1,700,000 with roughly 1,000,000 between the ages of 18 and 45. A comparatively small portion of this number are at present employed, and new enterprises will therefore find an ample supply of labour to draw on.

TELEGRAPH, TELEPHONE AND WIRELESS COMMUNICATIONS

There is good telegraphic communication between all parts of the country, and a local telephone service has been installed in the chief towns. There are several wireless stations, notably at Lobito, Nova Lisboa, Silva Porto, Mossamedes and Loanda under the direction of the Government. The Portuguese Marconi Company have a powerful beam station at Loanda communicating direct with Lisbon and Lourenço Marques.

MOTOR ROADS

There are over 15,000 miles of good motor roads in Angola; 6,000 miles of these roads are in the districts served by the railway and act as useful feeders to the main line. By the institution of motor services to remote localities where agricultural prospects exist until a branch line is warranted they will provide good means for the economical development of Angola.

Motor cars can be hired and petrol is obtainable in most of the large towns, and the tourist will find that the road surface is in such good condition that a speed of 60 m.p.h. can be attained in most places without any difficulty.

MISSION STATIONS

Besides many Portuguese Roman Catholic Mission Stations there are also several of British and American nationality.

BIG GAME

Angola has up to now been little frequented by the hunter after big game. To the uninitiated this must seem remarkable when it is known that elephant, hippo, rhino, eland, bush buck, roan, reed buck, klipspringer, oribi, water buck and that coveted trophy the giant sable, to mention only a few, are to be found in vast numbers in the country.

REGULATIONS FOR THE IMPORT OF ARMS AND AMMUNITION INTO ANGOLA

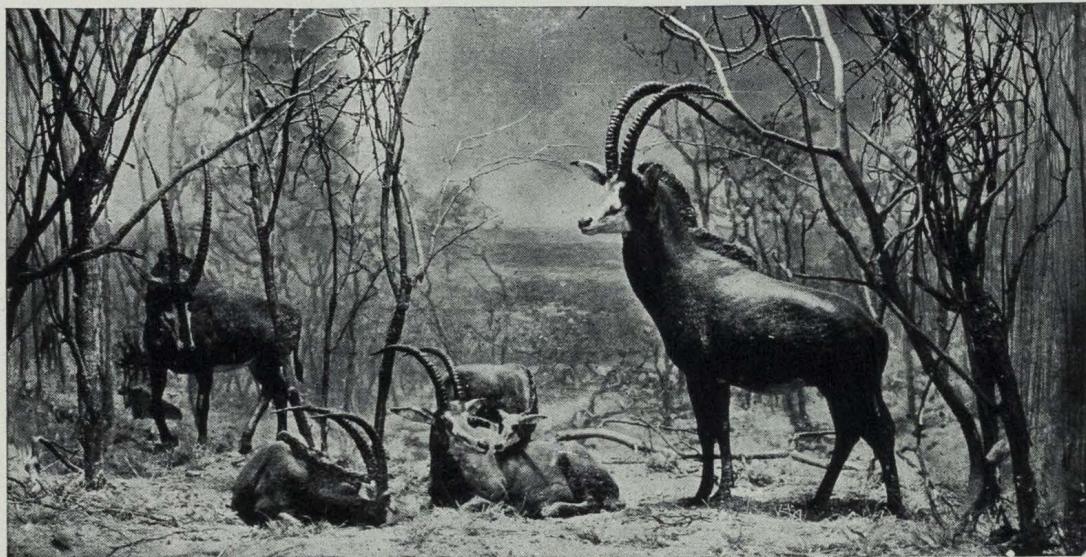
If a brief shooting trip is contemplated a letter should be written to the Portuguese Ministry of the Colonies in Lisbon (if possible through the Foreign Office in London), asking that special facilities be given for the import of arms and ammunition into Angola *free of duty*, informing the Portuguese Colonial Minister that it is the intention of the visitor to shoot for scientific and record purposes only.

If a lengthy stay in Angola is contemplated, duty will have to be paid at a rate of approximately 30 per cent. *ad valorem* on all arms and ammunition taken into the country. This includes pistols, rifles and any kind of shot gun.

The passage of the arms and ammunition through the Angola Customs is not a quick process, and visitors must be prepared for a wait of three or four days in Lobito or Benguela before the Customs formalities are completed. The rifles are sent to the Government Arsenal in Benguela and remain there until the Governor of the Province signs the order for their release subsequent to the payment of the necessary duties.

The Angola Customs can be hastened if a letter is obtained from the Portuguese Colonial Ministry in Lisbon through either the Foreign Office in London or the British Consul in Lisbon, asking that all facilities be given to the visitor to Angola for the importation into Angola of his arms and ammunition.

This letter should be accompanied by a declaration to the effect that the visitor is residing in the country for a certain definite time, and does not intend to reside there permanently.



A HERD OF GIANT SABLE

PROTECTION OF BIG GAME

A new game law was published on November 30th, 1929, copy of which can be seen upon application to the Department of Overseas Trade, Shipping and Transport Section, 9, Basinghall Street, E.C.2.

Lists have again been drawn up of animals which are completely protected, though they can be shot in exceptional circumstances for museum purposes; these include in particular the giant sable antelope, giraffe, white rhinoceros and the zebra; a second list contains animals considered harmful which can be shot at any time; a third list specifies the animals which can be shot on an ordinary licence, and a fourth list those which can be shot only on a special licence.

Only male elephants may be shot whose tusks weigh not less than 5 kilogrammes. The licence for two elephants costs about £15, and about £10 for every licence to shoot one above this number.

Licences are cheaper for Portuguese subjects and for foreigners of three years' standing than for visitors to the Colony. "Sporting" licences, which include permission to shoot one elephant, cost about £25 and £50 for the two classes respectively. A complete list of the different licences will be found in Article 23 of the Game Law.

Licences are valid for the whole Colony. It is left to the Governor of each district to decide the close season and the number of the animals to be shot under a licence. For the Loanda district this has been already fixed as from December 1st to August 1st of each year.

The use of searchlights on cars off the roads is prohibited (Article 38). Females accompanied by their young, and immature animals, may not be shot (Article 41). A fine is imposed if a hunter shoots more than he can utilise immediately (Article 42).

CUSTOMS

All goods and merchandise entering Angola are subject to the Customs duties in force at the time.

BANKS

The Bank of Angola, whose head office is in Lisbon, has branches in all important towns of Angola.

CURRENCY

The currency of Angola is the "Angolar," which is equivalent to the escudo in Portugal. For purpose of exchange 110 Portuguese escudos may be regarded approximately as the equivalent of £1 sterling, but the rate of exchange is subject to fluctuation. In any case sterling is readily accepted.

HOTELS IN ANGOLA

Hotel accommodation is available in all the principal towns. In Lobito the Benguela Railway Company has built a first-class hotel, which is under the management of the Wagons Lits Company. Being within a few yards of the broad Atlantic it benefits from the refreshing sea breezes. Pension terms are about £1 per day.

TOURS

Owing to the many applications received by prospective passengers wishing to travel to Central, East and South Africa via Lobito, the Benguela Railway Company has arranged for the various Steamship and Railway Companies to make a considerable reduction in the ordinary fares to travellers wishing to visit those parts of Africa served by the Benguela, Belgian Congo and Rhodesian Railways, and it is now possible to make a round tour from Britain, to and across Africa, and return at practically the same cost as would be incurred for a residence of equal time in a first-class European hotel.

The route followed is from Southampton or London to Lobito via the West Coast, across Africa from Lobito to either Beira or Lourenço Marques on the East African Coast, and thence the return voyage is made via the East Coast, Suez Canal and Mediterranean to England.

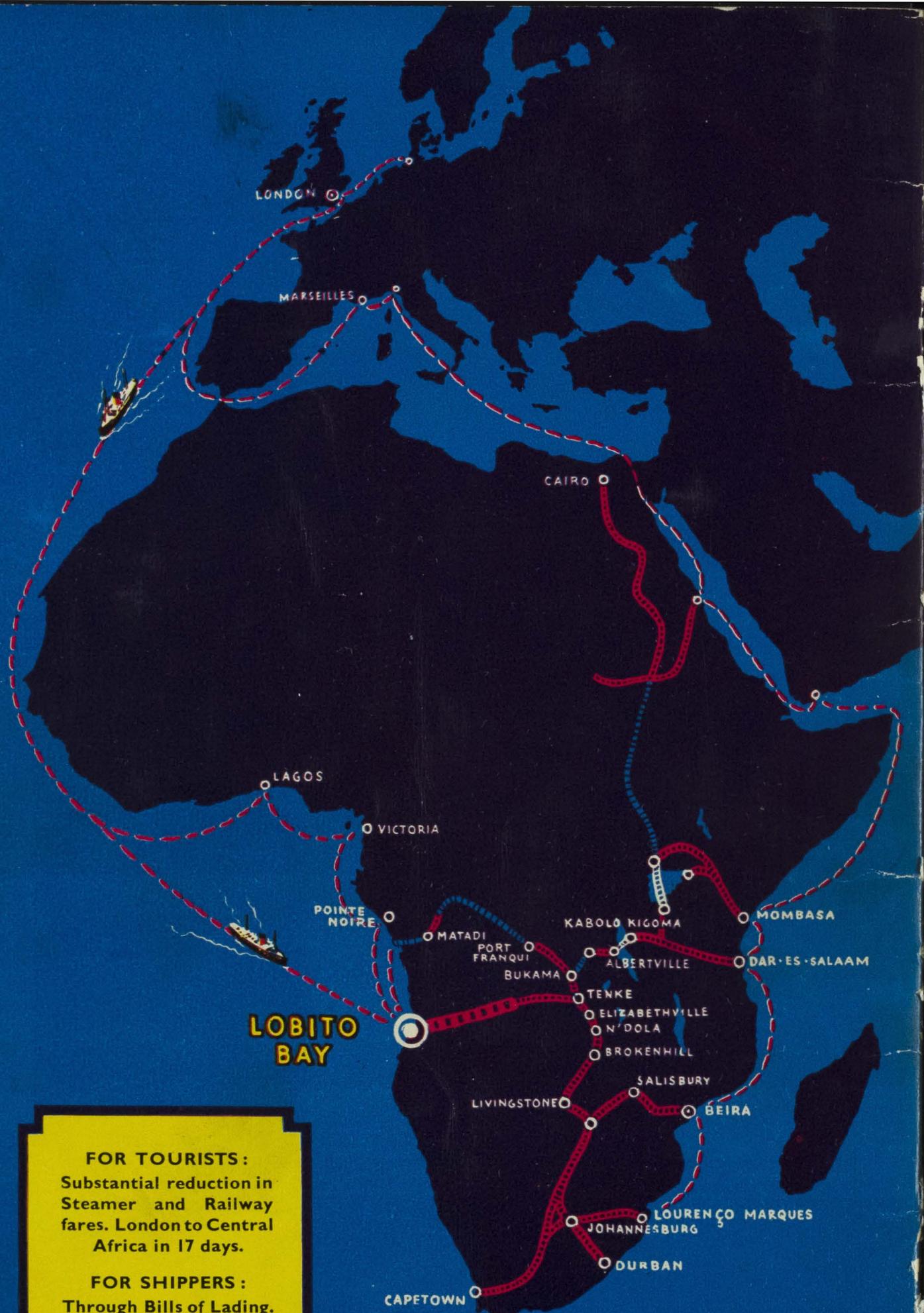
The distance covered on this tour is approximately 16,000 miles taking from nine to ten weeks to accomplish, and the expenditure need not exceed £150. When the distance travelled, the time taken, and the places of interest visited (including the Victoria Falls, Bulawayo, Salisbury, the Zambesi River, Beira, Lourenço Marques, Dar-es-Salaam, Port Sudan, Suez, Cairo, Port Said, Genoa, Marseilles, Gibraltar and Algeciras) are considered, it will be realized that this is certainly the cheapest tour in the world to-day. Practically the whole of the journey by rail from Lobito to Rhodesia traverses what was until a few years ago almost unknown country and rightly termed Darkest Africa. This journey across Africa to the Belgian Congo and on through Rhodesia to Beira in Portuguese East Africa follows almost exactly the actual route traversed so painfully and laboriously by the intrepid explorer David Livingstone, and has been very aptly named the Livingstone route.

The journey from Coast to Coast, which took Livingstone nearly three years to accomplish in 1857 on his first trans-African journey, can now be made in seven days by an express train made up of luxurious sleeping and restaurant cars.

The tourist wishing to break fresh ground can certainly do no better than make this restful and interesting tour.

Should the traveller wish to make a longer stay in South Africa before returning to Europe, the same round ticket is available for the journey providing that this is completed within six months from the time of leaving England.





FOR TOURISTS:

Substantial reduction in
Steamer and Railway
fares. London to Central
Africa in 17 days.

FOR SHIPPERS:

Through Bills of Lading.
Britain to Central
Africa and Rhodesia in
21 days.

1939

W

REFUGEES

W 7632

222

12 MAY 1939

Registry } W 7632/1645/48
Number }FROM Portuguese
Ambassador
(Conversation)
No.

Dated 10th May 1939

Received } 12th May
in Registry } 1939

W : Refugees

Attitude of Portuguese Government to settlement of Jewish refugees in Portuguese Colonies.

Record of conversation between Sir G. Mounsey and the Portuguese Ambassador who gave an account of the attitude of the Portuguese Government to proposals for settling Jewish refugees in Angola and other Portuguese Colonies. The Portuguese Government were ready to continue the gradual development of the Colonies by immigration under the terms of the existing law but would be averse to mass emigration of refugees from Northern Europe into territories which were climatically unsuited to them.

Last Paper.

W 6034

References.

(Minutes.)

See within

G.W.O.6/5

(Print.)

(How disposed of.)

A/c. Lord Winterston
from Mr. Randall.
Mr. Randall's copy
to Sir H. Emerson.
(with memo) May 13
9. Lisbon no 487.
May 12

(Action completed.)

M 16/5

(Index.)

PL 2/10

Next Paper.

W 8897



223

W 7632

12 MAY 1939

Mr. Randall.

I took the opportunity of the visit of the Portuguese Ambassador to-day to ask him about his Government's attitude in regard to the refugee question.

I reminded him that since the Portuguese Government had declined to participate in the Evian Conference we had fully understood their attitude and had not considered it necessary or desirable to discuss with them the problems of mass emigration of refugees to colonial territories. Reports have, however, now reached us from certain refugee sources to the effect that the Portuguese Government would, for their part, be disposed to admit refugee emigration to their colony of Angola, but it was hinted that they had been deterred from expressing their readiness to do so by the opposition of His Majesty's Government. I said I found it extremely difficult, in view of the conversation which I had previously had with Dr. Monteiro, to accept such stories but I thought it worth mentioning these reports to him in order to make it quite clear that His Majesty's Government had, of course, expressed no opinion whatever on the question of foreign emigration into Portuguese colonial territory.

Dr. Monteiro said that he had not received any recent information from his Government as to their attitude on this question and would make an enquiry at Lisbon, but from his own past experience as Minister of the Colonies and from all he knew of his Government's attitude, was as follows.

There is a colonial law regulating the emigration of foreigners into Portuguese colonial territory. Under this law emigrants are admitted on the production of evidence as to their qualifications and ability to support themselves

financially/



financially in ~~accordance~~ ^{accordance} with the provisions of the law. There is no Jewish question as such either in Portugal or in the colonies and the Jewish community in Portugal is in no way differentiating from other Portuguese citizens. It is on the whole opposed to the admission of refugees because it fears that such action might raise a Jewish question which at present does not exist. Emigration to Portuguese colonial territory under the existing law is gradual and therefore suited to the conditions of the colonies. The Portuguese Government would be opposed to ^{If any} any large scale emigration otherwise ^{under} under the provisions of this law for the following reasons.

(1) In the first place they could not accept the responsibility of admitting numbers of refugees from Northern countries to a territory like that of Angola which is tropical and not altogether suited for European residence. In addition to the health and lives of the emigrants they must consider the "poor White" problem which would at once arise in the case of a mass emigration.

(2) A mass emigration would only take place with some definite object. The object presumably would be that of the agricultural development of the country. In a tropical climate such as that of the Portuguese colonies the suitability of Northern constitutions for active agricultural work is very questionable. The agricultural development of the land can only satisfactorily be carried on by the native population under the direction of a small number of Whites.

(3) Assuming that the agricultural development of the country could be advanced despite the objections given above, the question of markets would arise and the



Portuguese Government realise that the products of such agriculture as can be carried out in their colonies have no new markets open to them, but must enter into competition with products from other Portuguese colonies as well as South American countries, which would suffer by any such development.

5 Dr. Monteiro told me that he had himself been approached about three months ago by a young man, who was, he believed, acting in the interests of the Rothschilds and had been asked about the emigration of refugees to the Portuguese colonies. This agent had mentioned the possibility of settling about 5,000 of these refugees in Angola or some other colony where there seemed to be a considerable amount of unoccupied space. Dr. Monteiro had put to ~~me~~ him the difficulties enumerated above and asked him to go away and think over them and then return and discuss the matter again but the agent had not come back.

6 Dr. Monteiro's general conclusion, subject to any information which he may receive from Lisbon, was that the Portuguese Government were quite ready to continue the gradual development of the Portuguese colonies by emigration under the terms of the existing law, but they would be very much averse to the responsibilities and unforeseen possibilities of experimental mass emigration of indiscriminate refugees from Northern Europe into territories which were climatically unsuited to them.

G.M.

May 10th, 1939.

OUT FILE

226

FOREIGN OFFICE, S.W.1.

12th May, 1959.

(V 7632/1643/48)

Dear Lord Winterton

After our recent conversation with Mounsey about the settlement of refugees in Angola, I submitted to Mounsey the suggestion that we should make enquiries through the Embassy in Lisbon about the reports that the Portuguese Government were ready to allow refugees to settle in Angola but were holding back because of the alleged opposition of His Majesty's Government. It happened that Mounsey was to see the Portuguese Ambassador the same afternoon, and he therefore took the opportunity to ask him about his Government's attitude to the refugee question.

S. Mounsey reminded him that since the Portuguese Government had declined to participate in the

The Right Honourable
Earl Winterton, M.P.

the Evian Conference we had fully understood their attitude and had not considered it necessary or desirable to discuss with them the problem of mass emigration of refugees to colonial territories. Reports had, however, now reached us from certain sources to the effect that the Portuguese Government would, for their part, be disposed to admit refugee emigration to their colony in Angola, but it was hinted that they had been deterred from expressing their readiness to do so by the belief that His Majesty's Government might not approve. Kounsey said that he found it extremely difficult, in view of the conversation which he had previously had with Dr. Monteiro, to accept such stories but he thought it worth mentioning these reports to him in order to make it quite clear that His Majesty's Government had, of course, expressed no opinion whatever on the question of foreign emigration into Portuguese colonial territory.

3. Dr. Monteiro said that he had not received any recent information from his Government as to their attitude

attitude on this question and would make an enquiry at Lisbon, but from his own past experience as Minister of the Colonies and from all he knew of his Government's attitude, it was as follows.

4. There is a colonial law regulating the immigration of foreigners into Portuguese colonial territory. Under this law immigrants are admitted on the production of evidence as to their qualifications and ability to support themselves financially in accordance with the provisions of the law. There is no Jewish question as such either in Portugal or in the colonies and the Jewish community in Portugal is in no way differentiated from other Portuguese citizens. It is on the whole opposed to the admission of refugees because it fears that such action might raise a Jewish question which at present does not exist. Emigration to Portuguese colonial territory under the existing law is gradual and therefore suited to the conditions of the colonies. The Portuguese Government would be opposed to any large scale emigration otherwise than under

under the provisions of this law for the following reasons:-

- (1) In the first place they could not accept the responsibility of admitting numbers of refugees from Northern countries to a territory like that of Angola which is tropical and not altogether suited for European residence. In addition to the health and lives of the emigrants they must consider the "poor white" problem which would at once arise in the case of a mass emigration.
- (2) A mass emigration would only take place with some definite object. The object presumably would be that of the agricultural development of the country. In a tropical climate such as that of the Portuguese colonies the suitability of Northern constitutions for active agricultural work is very questionable. The agricultural development of the land can only satisfactorily be carried on by the native population under the direction of a small number of whites.
- (3) Assuming that the agricultural development of the country could be advanced despite the objections given

given above, the question of markets would arise and the Portuguese Government realize that the products of such agriculture as can be carried out in their colonies have no new markets open to them, but must enter into competition with products from other Portuguese colonies as well as South American countries, which would suffer by any such development.

5. Dr. Monteiro said that he had himself been approached about three months ago by a young man, who was, he believed, acting in the interests of the Rothschilds and had been asked about the emigration of refugees to the Portuguese colonies. This agent (I assume it was the M. Politis who spoke with Emerson) had mentioned the possibility of settling about 5,000 of these refugees in Angola or some other colony where there seemed to be a considerable amount of unoccupied space. D.P. Monteiro had put to him the difficulties enumerated and asked him to go away and think over them and then return and discuss the matter again; but the agent had not come back.

6. Dr. Monteiro's general conclusion, subject to any information which he may receive from Lisbon, was that the Portuguese Government were quite ready to continue the gradual development of the Portuguese colonies by emigration under the terms of the existing law, but they would be very much averse to the responsibilities and unforeseen possibilities of experimental mass emigration of indiscriminate refugees from Northern Europe into territories which were climatically unsuited to them.

7. I am sending a copy of this letter to Sir Herbert Beerbohm and a copy is also being sent to the Embassy at Lisbon.

Yours sincerely
(Sgd.) A. W. G. RANDALL.

8
1939

W

REFUGEES
~~LEAGUE OF NATIONS~~W. 8897
231
8 JUN 1939Registry }
Number } W 8897/1645/48FROM Foreign Office
Minute (Mr. Strang).

No. -

Dated 26th May, 1939.

Received }
in Registry } 8th June,
1939.W : League of
Nations.Settlement of Jewish refugees in Angola.

Records a conversation with Mr. Bruce, the Australian High Commissioner, regarding the latter's conversation with President Roosevelt about refugees, during the course of which the President mentioned a scheme for a stretch of territory from Angola to the Indian Ocean which was capable of supporting fifteen million people. Reports that Mr. Bruce would like to be informed of any information which Foreign Office may have concerning this scheme.

Last Paper.

W 7632

References.

(Print.)

(How disposed of.)

(Minutes.)

Western Dept (Form 101)

LGD 12/6

O'Reilly

9/6

Mr. Bruce called on June 5th & 7th to tell him in general terms all we knew about the supposed Angola project. He said it seemed to him much less definite than he had supposed from the President's remarks.

X AnsR.
9/6

(Action completed.)

JUN 12/6

(Index.)

RLG/10.

Next Paper.

W 10260



M. Randall

Enter

Mr. Bruce is coming to see 232
on Monday at 12.30 p.m.

Mr. Makins

W. 8897

RJ
3/1.

8 JUN 1939

Mr. Bruce, the ~~Australian~~ High Commissioner
came to see you this morning. He had been
talking to President Roosevelt about Jewish
refugees and the latter had mentioned some
scheme for a stretch of territory from Angola to
the Indian Ocean which was capable of supporting
15 million people.

He wanted to know whether we had heard
anything about this. I said that I had not, but
perhaps you had. He would like to know anything
you can tell him.

W. STRANG.

26th May, 1939.

M. Reilly

This I think is one of
Myra Taylor's names nests - what does
I say to the High Commissioner?

Ran
26/5.

This is an
echo of the Angola suggestion, which we

ANSR.

declined to pursue. Since that there has been some unofficial contact between the Portuguese authorities + Paris Jewish circle, but without any positive result. I think Mr. Bruce might be told in confidence that the President's remarks seem to refer to certain discussions, of a general and quick unofficial character, about Angola that had been going on at Lisbon, but so far as we knew had not reached a stage of any key reaching. what could fairly be signs of a "scheme".

called a (I will tell Mr. Bruce this if he calls again; I should like to discuss with him the invitation to him to preside over a new League (See.).

30/5

9
1939

W

REFUGEES

W10240

233

6 JUL 1939

Registry Number } W 10240/1645/48

FROM Sir H. Emerson,
(High Commissioner for
Refugees) to Mr. Randall.

HE/DB

Dated 4th July, 1939.
Received 6th July, 1939.
in Registry }

W: Refugees.

Entry of Refugees into Portugal and settlement in
Angola.

Transmits copy of record of conversation between Mr. Kullmann and Dr. Augusto d'Esaguy, Chairman of the Portuguese Committee for Assistance to Jewish refugees. Dr. d'Esaguy stated that there were 4000 refugees in Portugal and that he would help in obtaining temporary visas to Portugal. He declared the time propitious for consideration of refugee settlement in Angola as Dr. Mano, the new Governor, was keen on making some areas of the colony available for refugees.

Last Paper.

(Minutes.)

W8897

References.

We will see a ch
Lisbon f at
✓ A.W.R.
7/7

(Print.)

(How disposed of.)

112. Lisbon no 225

July 12

Tel. Lisbon no 107.

✓ July 14.

8. R. Brooks (Treas)

✓ July 15

Sir Herbert Emerson has since informed me that he attaches urgent importance to this question of the meeting of the Inter-Governmental Refugees Committee next week. He told me this morning that the American Jews, and even Presidential circles in America, had the firm belief that a deal with Portugal over Angola was possible. Sir Herbert Emerson further asked whether we had had any comment from our Embassy at Lisbon and when I said we had not, he asked whether it would be possible to enquire by telegraph. I think we should do this, if only to be able to inform the High Commissioner.

Draft herewith.

A.W.S.R.

13th July, 1939.

Western P.D.H.
25
13. 7/7
MR

(Action completed.)

(Index.)

Jn 28/

Re 210.

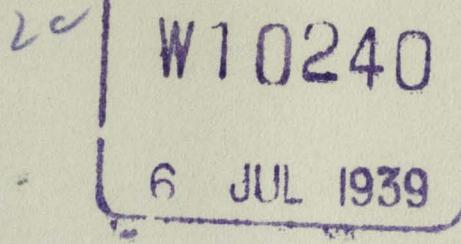
Next Paper.

W 10680

TELEPHONE: WHITEHALL 8901

HE/DB

HAUT COMMISSAIRE
POUR LES RÉFUGIÉS
SOUS LA PROTECTION
DE LA SOCIÉTÉ DES NATIONS



10a
TELEGRAMS: REFUCOM, LONDON

HIGH COMMISSIONER 234
FOR REFUGEES
UNDER THE PROTECTION
OF THE LEAGUE OF NATIONS

16, NORTHUMBERLAND AVENUE, W.C.2.

July 4th 1939.

A. W. G. Randall

I enclose for your information a copy of the note recorded by Kullmann during my absence on tour, of an interview which he had with Dr. Augusto d'Esaguy, who is interested in refugee settlement in Angola.

Sincerely,

H. H. Tuckam

A.W.G. Randall Esq.,
Foreign Office,
Whitehall, S.W.1.

HIGH COMMISSIONER.

I had yesterday the visit of Dr. Augusto d'Esaguy, Av. da República 17, R/C Lisbon, who explained that he was the new Chairman of the Portuguese Committee for Assistance to Jewish refugees. I understand that Dr. d'Esaguy is a personal friend of the Portuguese Ambassador here, Dr. Monteiro, and that he has also excellent connections with the Ministry of the Interior.

Dr. d'Esaguy was anxious to establish a personal contact with the High Commission. There were at present more than 4,000 refugees in Portugal and they were doing fairly well, inasmuch as there is no racial feeling whatever in the country. My visitor was anxious to explain that should we have very difficult cases on our hands, whom we thought we could recommend, he would gladly help us in obtaining temporary entrance visas to Portugal.

We then went over the Cap Norte affair, of which you are already informed by a copy of my letter to Monteiro.

Dr. d'Esaguy pointed out that the newly appointed Governor of Angola was also his personal friend. He is keenly interested in making some areas of the colony available for refugee settlement. Should there be a move on this side, e.g. the question raised by the British Government with the Portuguese Government with city financial interests in the background, he was certain that something appreciable might be achieved.

To his belief, the time had never been so propitious as just now. The name of the new Governor

-2-

was Dr. Mano.

Dr. d'Esaguy goes from here to Paris to investigate more closely M. Jacques Politis' plans, of which you are aware.

JH

21.6.1939.

H 10240 / 1645148

OUT FILE

237

NO DISTRIBUTION.

Cypher telegram to Mr. Scott (Lisbon).

Foreign Office, July 14th 1959. 5.25 p.m.

No. 107.

My despatches Nos. 55 and 147.

League of Nations Refugees Commissioner has been informed by Dr. Augusto d'Esaguy, Chairman of Portuguese Jewish Refugees Committee, that he was a friend of the new Governor of Angola and thought it very possible to secure certain areas of that colony for substantial refugee settlement if only question could be raised by His Majesty's Government with City financial interests in the background. Commissioner also states that idea of substantial deal with Portugal over Angola with a view to large settlement of Jews there obsesses minds of many important people in America. Hitherto I have taken the view that it would be extremely impolitic for us to make any approach to Portuguese Government, but I should be glad to be informed by telegram whether you think suggestions mentioned by High Commissioner have any substance.

W

1939

REFUGEES.

W10680

238

17 JUL 1939

Registry Number } W10680/1645/48

TELEGRAM FROM
Mr. Scott (Lisbon)

No. 119 Decypher

Dated 15th July 1939

Received in Registry } 17th July
1939

W : Refugees

Settlement of refugees in Angola.

Refers to Foreign Office telegram No. 107 of 14th July (W 10240/1645/48).

Such a suggestion emanating from the United States might be considered for the Portuguese Government realize that Angola lacks the right type of settlers.

Agrees that it would be extremely impolitic to put forward this suggestion.

Last Paper.

W10240

References.

(Print.)

(How disposed of.)

Off. Mr Scott (Lisbon)
from Mr Randall
✓ July 28to Mr Brooks (Lisbon)
initial "July 28"

(Minutes.)

Perhaps we could get Mr Taylor to suggest to the US Govt that they should take this up in Lisbon

Western Dept (Room 101)
WR 25/7

M'Reilly

17/7

Yes, and I will inform
Sir H. Emerson orally -A.L.S.R.
18/7

Lord Winterbotham discussed this subject with Mr Myron Taylor (U.S. Vice-Chairman of the Inter-Governmental Committee) on the 24 July. He began by disabusing Mr Taylor of the impression apparently widespread in the U.S.A. that Angola, which he (Lord Winterbotham) knows personally, is a country which can absorb rapidly a large enough number of refugees to solve the refugee problem: & also of the idea that

The

(Action completed.)

M.d.8/1

(Index.)

Re 21/10

Next Paper.

W1185/

the Portuguese wd be willing to sell their
sovereignty over Angola to a Jewish sovereign
State. Lord Winterborne went on to assure
Mr Taylor that they had no objection to the
settlement of refugees in Angola. Our attitude
simply was that we did not feel able to
approach the Portuguese Govt ourselves on
the subject. We would suggest that the approach
could best be made by the Americans, possibly
by one American Refugee Organisation.
Mr Taylor seemed to be impressed by what
Lord Winterborne said, and agreed to con-
sider the suggestion.

We might inform Ashton. Draft D
Mr Scott submitted

Reilly

25/7.

A.W.R.

25/7

~~The Portuguese Government~~

Sir Herbert Emerson told me to-day that the
Americans are still showing a great interest
in Angola, & it seems clear that it will be
discussed at the meeting at Washington in
October.

Sir Herbert asked for our opinion on the
following suggestion of a way in which the possibility
of

of settling refugees in Angola might be taken up with the Portuguese Govt. There has very recently been established a privately financed "Coordinating Foundation" to deal with all refugee questions. Its main purpose is to be the opposite number outside Germany of the "Internal Trust" to be set up outside Germany with the proceeds of Jewish wealth, & which is to help to finance emigration by providing equipment, capital goods etc., for Jewish settlers. The "Coordinating Foundation" has been set up as the result of the work of the Inter-governmental Committee which is entirely non-governmental. Its Directors (or Trustees) are half American, half British ^{and} French & Dutch. Its executive Director is Mr. Van Zee Land.

Unless the German Internal Trust is set up, which may take some time, the Foundation may have very little to do. Li Herbert is very anxious that it should get to work on something definite without delay - largely because Mr. Van Zee Land, whose appointment is a great score, won't stay unless he has a real job of work. Li Herbert therefore suggests that the Foundation shd tackle the Angola proposal & approach the Portuguese Govt. & if the latter agree, examine the possibilities on the spot. This is fully within the Foundation's proper tasks, as it is empowered to negotiate with any Govt about refugee settlement.

Li

Mr Herbert is anxious to know if we concur
in this suggestion, & if possible, to day, as he
is seeing Mr Van Zeeland very shortly & wants
also to consult Washington before putting
forward the suggestion.

I think that this is a very good idea
* that for some one like Mr Van Zeeland to
approach the Portuguese govt shd meet all
our objections. It is perhaps hardly
necessary to consult Lisbon again, though
we should keep them informed.

O'Reilly
10/8.

After consulting Mr Roberts, I told Mr Herbert
Emerson that we agreed. He will let us
know what transpires, & that we can inform
Lisbon

O'R 10/8

240

NO DISTRIBUTION.

Decypher. Mr. Scott, (Lisbon).
15th July, 1939.

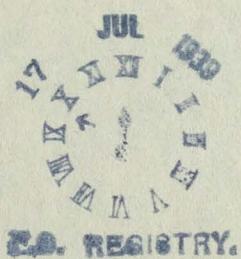
D. 5.40 p.m. 15th July, 1939.
R. 6.00 p.m. 15th July, 1939.

No. 119.

0:0:0:0:0

Your telegram No. 107. W10240 | 1645 | 48

I believe such a suggestion if emanating from the United States might be considered, for the Portuguese Government realize that Angola lacks the right type of settlers but I share your view that it would be extremely impolitic for us to put forward this suggestion.



FOREIGN OFFICE, L.W.L.

(W 10680/1645/48)

28th July, 1939.

My dear Scott

Your telegram No. 119 of the 15th July
about the settlement of refugees in Angola.

Lord Winterton discussed this subject with
Mr. Myron Taylor, United States Vice-Chairman of the
Inter-Governmental Committee, on the 24th July. He
began by trying to disabuse Mr. Taylor of the
impression, apparently widespread in the United States
of America, that Angola, which he (Lord Winterton) knows
personally, is a country which can absorb rapidly a
large enough number of refugees to solve the refugee
problem; and also of the idea that the Portuguese
would be willing to sell their sovereignty over Angola
to a Jewish sovereign state. Lord Winterton went on
to assure Mr. Taylor that His Majesty's Government had
no objection to the settlement of refugees in Angola.

Our/

O. A. Scott, Esq., D.S.O.

Lisbon.

Our attitude simply was that we did not feel able to approach the Portuguese Government ourselves on the subject. We would suggest that the approach could best be made by the Americans, possibly by an American Refugee Organisation. Mr. Taylor seemed to be impressed by what Lord Winterton said, and agreed to consider the suggestion.

year
(Sgd.) A. W. G. RANDALL.

W

1939

REFUGEES

W11851

243

11 AUG 1939

Registry Number } W 11851/1645/48

FROM Mr. Brooks
(Treasury) to Mr.
No. Reilly.Dated
Received 10th Aug: 1939
in Registry } 11th Aug: 1939

W: Refugees.

Settlement of refugees in Angola.

Encloses copy of letter from Sir H. Emerson enclosing copy of memorandum of a talk with Mr. Achilles regarding refugee settlement in Angola.

Requests Foreign Office views on the proposal that it be suggested to Mr. Van Zeeland that the first task of the Refugee Foundation should be the exploration of possibilities of settlement in Angola.

Last Paper.

(Minutes.)

W10680

References.

(Print.)

(How disposed of.)

9 liaison no 277.
(memo) Aug 18.

Please see minutes on W10680. I have already told Sir Emerson & Mr. Brooks that we agree with Sir Herbert's suggestion -

It is unfortunate that the Americans should have been sent by me reply in February (see W1872). I think what happened was that Mr. Taylor for some reason demanded a reply by a specified hour, & the letter had to be got off to him in a great hurry & could not be signed by Lord Winterbotham.

When we hear from Sir Emerson the upshot of his conversation with M. Van Zeeland we can send a copy of his memo. in this paper to London.

Mr. Randall on return
Aug 23/8 (Aug 21st)

Reilly
11/8

7/8
14/8

Mr. Randall's file

(Action completed)

JUL 28/8

(Index.)

R62/10

Next Paper.

W. 11910

23-

center

244



TREASURY CHAMBERS.

W11851

11 AUG 1939

10th August, 1939.

Dear Reilly,

I enclose as promised a copy of a letter from Sir Herbert Emerson forwarding a memorandum of a talk with Achilles regarding Angola. I have also sent copies of both documents to Cooper and Hibbert.

Sir Herbert is anxious to know without delay whether the Foreign Office would see any objection if he suggested to Mr. Van Zeeland, the new Director of the Refugee Foundation, that he might profitably make his first task for that body the exploration of possibilities in Angola. Sir Herbert feels that this has two advantages. In the first place it gives the Foundation something to do - and it is important that a body with so distinguished a list of trustees should not be a complete flop. Secondly the Foundation can presumably approach the Portuguese Government without the risk of an apprehensive reaction on their part such as would follow an approach by the British Government or by an all-British interest.

D.P. Reilly, Esq.,
Foreign Office.

If you will let Sir Herbert know the reactions of the Foreign Office to this matter within the next twenty-four hours he proposes, if they are favourable, to sound Achilles in the same sense and then to put the point to Van Zeeland when he meets him next Monday morning.

Yours sincerely,

H. J. Brooks

COPY.

246

INTERGOVERNMENTAL COMMITTEE.

1, Central Buildings,

Westminster,

London, S.W.1.

August 8th, 1939.

Dear Lord Winterton,

I enclose in duplicate a memorandum of a talk I had with Achilles last week regarding Angola. I think it probable that he was instructed by the State Department to discuss the matter with me. It is not improbable that Achilles himself had a good deal to do with working up the scheme in the State Department. He is himself keen on it, and had obviously studied facts and figures relating to it. The important thing, of course, is that the scheme is still of very live concern to the President and the State Department. It will, I fancy, loom large in the discussions at Washington. It seems to me very important that you should have a clear statement of the attitude of the British Government before you leave for America. At the same time it will be advisable to collect what facts and figures we can regarding the possibilities of Angola, not so much with a view to destructive criticism as with the object of getting the scheme into its proper perspective.

I am sending a copy of this letter and its enclosure to Lord Lothian only. You will no doubt let the Foreign Office have a copy.

Yours sincerely,

(Sgd.) M.H. EMERSON.

The Rt. Honble. the Earl Winterton, M.P.
The Treasury,
Whitehall, S.W.1.

1c

August 8th, 1939.

MEMORANDUM BY SIR HERBERT EMERSON OF HIS DISCUSSION WITH
MR. ACHILLES REGARDING REFUGEE SETTLEMENT IN ANGOLA.

I.

On August 2nd Mr. Achilles discussed with me the question of refugee settlement in Angola. He first explained the origin of the idea. When President Roosevelt and the State Department took an active interest in the refugee problem they searched for a long-view solution, realising that the question was not merely one of the expulsion of racial Jews from Germany, but included the squeezing out, partly by economic and partly by political forces, of a large number of Jews from Poland, Roumania and other European countries. They thought that these countries would ultimately take the view that the complete evacuation of Jews was neither necessary nor desirable, and that they would find that by the emigration of a comparatively small number sufficient economic relief would be given, anything in excess of this number resulting in economic deterioration. The State Department estimated that, exclusive of Germany, the number to be emigrated might be between 1,500,000 and 2,000,000. The broad problem was, therefore, to find a permanent home or homes for these. The State Department proposed a plan whereby about 150,000 persons would be emigrated each year from countries other than Germany, these being unmarried youths of both sexes and young married people, so that while there would be natural increase in the country of settlement, there would be a constantly declining birth-rate in the countries of origin, and after a certain period, - say, ten or fifteen years - the births in the latter would fall well short of the deaths plus the number of emigrants. A position of comparative stability would thus be reached.

The State Department had thought of Angola as a likely country of settlement. Others in America, e.g. Mr. Barney M. Baruch, had favoured the inclusion of the two Rhodesias, the whole to form a large and practically autonomous refugee state, consisting mainly of Jews, but not exclusively so, as the protagonists of both the larger and the smaller schemes still emphasise. A solution of this kind was popular with many non-officials in the United States, and Mr. Lewis Strauss had recently come to England with the object of pressing it. Mr. Achilles was not sure whether he favoured Angola or Angola plus the two Rhodesias. I told Mr. Achilles that from my talks with Mr. Strauss I gathered that it was the larger plan he had in mind.

When the State Department first considered the scheme it hoped that there would not be much difficulty with Portugal. It thought that if sufficient inducement were offered, large concessions would be granted, and there was no doubt that big money would be forthcoming from private sources in America, where a solution of this kind made a very strong appeal. The State Department had in mind the grant to a Chartered Company of a charter by the Portuguese Government covering a very large part of Angola and embracing every kind of concession. The grant might be for a period of fifty years in the first place, which would enable the agricultural, industrial and commercial development of the territory.

President Roosevelt had taken a great personal interest in the plan, and he charged Mr. Myron Taylor, when he came to England last autumn, to discuss it with the Prime Minister. Mr. Myron Taylor saw the latter, and, according to Mr. Achilles, explained what the President had in mind and asked for the sympathetic support of the British Government.

Mr. Chamberlain promised to consult the Departments concerned. Nothing was heard about the matter for some time, and then Mr. Myron Taylor received a letter from Mr. Randall saying, in effect, that the British Government could not themselves approach the Portuguese Government in the matter, and by implication throwing cold water on the scheme. This letter caused considerable resentment. It was felt that the personal message from Mr. Roosevelt to the Prime Minister might have been treated less summarily, and the suspicion was created that the British Government were not merely lukewarm, but unfavourably disposed. The State Department realised that, in view of past discussions with Germany regarding Portuguese colonies, the British Government might not themselves wish to approach the Portuguese Government, but it thought that they might have been more sympathetic. It had not, however, abandoned the idea. It still considered that a solution of this kind was the right one, and, while it did not exclude, or indeed underestimate, other means, e.g. infiltration and smaller schemes of settlement, it held the view, largely because of climatic reasons, that it was far preferable to settle refugees in parts of Africa than in British Guiana, San Domingo, etc.

(2) The above is a summary of what Mr. Achilles told me. We then had some discussion. Mr. Achilles already knew my own views about the relative importance of infiltration and large-scale settlement. I told him that, while I would welcome any new area becoming available for refugees, I was clear that in the meantime we must make the best possible use of all existing opportunities, big or small. I said that my own hopes about Africa had been greatly disappointed by the Report on Northern Rhodesia, and in particular by the economic difficulties

difficulties stated in the Report. He said that the Report had not convinced him. First, the enquiry did not cover the possibilities of industrial settlement, and second, it proceeded on the assumption that disturbances of the existing economic system must be avoided. I suggested that the main economic factor brought out in the Report was the comparative absence of markets, while from the financial point of view the disturbing factor was the high estimated cost of settlement per family, which had been confirmed by similar reports about Southern Rhodesia. It was clear that in these two countries the cost per family would be anything between £1,000 and £1,500. If it was anything like this in Angola, settlement on a large scale seemed to be precluded, and Mr. Achilles seemed to contemplate a settlement up to a million and a half individuals. Mr. Achilles thought that the cost per family would be much reduced for a large number, especially in the case of industrial development, but agreed that the latter must be a slow business. I also suggested to him that one could not ignore the fact that a settlement in Africa, including hundreds of thousands of Germans, was not free from political difficulties, and that, although I had not heard this objection put forward, it was almost inevitable that it would arise if the scheme became practical and assumed big dimensions.

Mr. Achilles was already aware that fresh enquiry had been made from the British Ambassador at Lisbon, and I told him that, so far as I knew, the Ambassador was still of the opinion that it would be most unwise for His Majesty's Government to make any approaches to the Portuguese Government in the matter, but that there was no reason why the American Government should not do so. I said that my own view was that the sooner the matter was settled one way or the other, the better, since the present position was most unsatisfactory. If the Angola scheme was practicable, it should be pushed to a conclusion. If it

was

(5)

was not, then a factor must be eliminated which was obscuring and confusing some very important aspects of the problem. I promised Mr. Achilles to bring to the notice of Lord Winterton what he had said, and Mr. Achilles assured me that this was all he wished me to do.

1939

W

REFUGEES

W11910

252

14 AUG 1939

Registry } Number } 11910/1645/48

FROM Mr. Brooks.
(Treasury) to
No. Mr. Reilly.

Dated 11th August, 1939

Received } 14th August,
in Registry } 1939.

W : Refugees.

Settlement of Jewish refugees in Angola.

Mr. Achilles' statement to Sir H. Emerson confirms the impression that the Americans were offended by the answer given to them in February 1939. Lord Winterton feels that Sir H. Emerson's proposal to suggest that M. Van Zeeland should investigate the Angloa project should be adopted and he recalls that Sir H. Young has raised the question of a new Jewish state comprising territory on either side of the Angola-Northern Rhodesia frontier.

Last Paper.

(Minutes.)

W11851

References.

See W1872

(Print.)

(How disposed of.)

Please see minutes on W11851

to Randall or return

MR

15/8.

The position about the "offence" to the U.S.A. is flat, owing to Lt. Winterton's absence. I had to sign the letter to Mr. Myron Taylor. But I secured an interview for him with Sir G. Monson, who explained the reasons for our lukewarm attitude.

Aug R.

23/8

Sgn to Randall's file, with W11851

MR 23/8

In Randall's file

(Action completed.)

Am 24/8

(Index.)

Ref.

Next Paper.

W 13551

230



TREASURY CHAMBERS.

11th August, 1939.

Dear Reilly,

Lord Winterton had intended to have a word with you about Sir Herbert Emerson's note of his talk with Achilles about Angola, but by doctor's orders he is taking things very easily to-day and he leaves tomorrow for his holidays. He has asked me to express the following views.

1. Mr. Achilles' statement confirms the impression that the Americans were offended by and suspicious of the motives for our answer last winter. Lord Winterton feels that he might perhaps have written personally to Mr. Taylor to make it clear that H.M.G. were fully alive to the importance of the President's suggestion but could not themselves approach the Portuguese Government. However, the time for that has now passed.

2. In these circumstances Lord Winterton feels Sir Herbert Emerson's proposal to suggest to Mr. Van Zeeland that he should look into the Angola

D.P. Reilly, Esq.

project should certainly be adopted. It is important that the exploration of the possibilities of settlement in Angola should be actively investigated.

3. From his personal knowledge of the district Lord Winterton feels very sceptical about the economic value of mass settlement in Angola. He recalls, however, that Sir Hubert Young has mentioned that there was a large tract of land sparsely populated and without communications on each side of the Angola-Northern Rhodesia frontier (due south of the Belgian Congo) which might be turned into a new enclave or state. The present Governor of Northern Rhodesia may not share these views. Hence it may be that an independent investigation will result in a recommendation on the lines of Sir Hubert Young's proposal in this private conversation. I mention in strict confidence that from certain talks with the Colonial Secretary Lord Winterton gathers that he personally would not be averse to the transfer of some British colonial territory to a new Jewish State, provided that no harm to the existing inhabitants resulted thereby.

4. All this is linked very closely with the Washington conference and in particular to the question of the extension of the Evian Committee's activities. The position of the Polish and Roumanian Jews is obviously material in this connection, and Lord Winterton imagines that your Department would not wish in present circumstances to do anything displeasing to those countries, so that we may have to be more forthcoming on the point than we have been hitherto. However, no doubt you are looking into this.

Yours sincerely,

H. L. Brooks

13

1939

GENERAL
REFUGEESRegistry } W13551/1645/48
Number }FROM Foreign Office
Minute.

No.

Dated 11th Sept., 1939

Received } 13th Sept.,
in Registry } 1939

General : Refugees.

Report on possibilities of refugee settlement in Angola.

Draft telegram to Cairo authorising acceptance for transmission by Foreign Office bag of a report by Mr. Linton Wells about conditions in Angola, which is of interest to the Intergovernmental Committee on Refugees.

Last Paper.

W 11910

(Minutes.)

GRW/15/9.

WAT
15/9

References.

See within.

(Print.)

(How disposed of.)

Tel. Cairo no 62 Savoy
11 Sept.

(Action completed.)

(Index.)

fm 16/9

PL 21/10

Next Paper.

W 1402)

W13551/1645/48

OUT FILE

257

NO DISTRIBUTION.

Telegram (en clair) to Sir M. Lampson, (Cairo).

Foreign Office, 11th September, 1939.

No. 62 Saving.

0:0:0:0:0

Mr. Linton Welles, C/O American Legation, Cairo has written a report of interest to Intergovernmental Refugees Committee about conditions in Angola which he was intending to bring to London. He cannot now do so as he has been recalled to the United States of America.

You are authorised to accept this report for transmission here by bag. Please inform Mr. Welles accordingly.

1939

W
GENERAL.

REFUGEES

W 14027

258

26 SEP 1939

Registry Number } W 14027/1645/48

Report on possibilities of refugee settlement in
Angola.TELEGRAM FROM Sir M.
Lampson (Cairo)No. 280 Saving
en clair

Dated 22nd Sept., 1939.

Received } 26th Sept.,
in Registry 1939.Refers to Foreign Office telegram No. 62 Saving
of 11th September (W 13551/1645/48)Mr. Linton Welles left Alexandria on 5th
September by s.s. "Excalibur" for Marseilles and
London. He left no report and is said to have
intended to finish it on the way.General
Refugees.

Last Paper.

W 13551

(Minutes.)

References.

I understand that Mr. Linton Welles
decided when he got to Marseilles
to go straight back to the U.S.A. There
is therefore nothing more to do.

G.W. 2/9

(Print.)

(How disposed of.)

(Action
completed.)

fm 28/9

(Index.)

PL 2/10

Next Paper.

W 14069 -

259

General

W14027

26 SEP 1939

NO DISTRIBUTION.

Telegram. (En clair) from Sir M. Lampson (Alexandria)
22nd September, 1939.

D. (By bag) 22nd September, 1939.

R. 26th September, 1939.

No. 280 (Saving)

ttttttttttttttttt W 13551/1645/48

Your telegram No.62 (Saving) (of September 11: Mr.
Linton Welles).

Mr. Welles left here on September 5th by s.s. Excalibur
for Marseilles and London. He left no report here and is said
to have intended to finish it on the way.



1939

GENERAL.

REFUGEES

W14069
260

27 SEP 1939

Registry Number } W14069/1645/48

FROM Foreign Office
Minute (Mr. Warr).
No.Dated 22nd September
Received } 1939.
in Registry }
27th Sept. 1939.

General: Refugees.

Last Paper.

W14027

References.

(Print.)

(How disposed of.)

9. Lisbon no 316.
✓ Sept 28Settlement of refugees in Angola.

Reviews the sequence of events as regards the approach by United States authorities to raise the question of the settlement of Jewish refugees in Angola.

The question has now arisen as to British attitude in war time conditions; whether there is any objection to approach being made to the Portuguese on grounds that presence of German Jews in Angola could not be tolerated.

(Minutes.)

In view of the minutes within, I submit a formula which, if approved, I will give to Lord Winterbotham for use when the question of Angola is broached at the Washington Conference.

A.W.G.R.

25th September, 1939.

and
copy to Sir W. Selyby

to 25 sep

(Action completed.)

(Index.)

JUN 28/9

RC 1/10

Next Paper.

W4527/4527/48

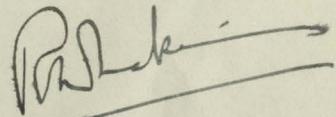
Settlement of Refugees in Angola

I agree with the minutes below.

I think we can be quite frank with the Americans and point out that the question of the Portuguese colonies has been of great importance and delicacy in the history of Anglo-Portuguese relations, ever since we proposed the sale of these colonies to Germany. Quite recently the old wound opened again and we gave the Portuguese Government most categorical assurances that we had no intention of interfering with their colonies.

With this background it would have been extremely difficult even in time of peace to take part in any negotiation affecting the administration or the future of Angola. In time of war when the maintenance of good Anglo-Portuguese relations is of vital importance, and any step which might prejudice these relations has to be avoided, it would be out of the question for us to take an initiative with the Portuguese Government or even to support such an initiative if it were made by others.

We should of course be very pleased if the U.S. Government approached the Portuguese Government themselves and a satisfactory scheme could be evolved, but we have no information tending to show that the Portuguese would in fact be likely to consider such a proposal favourably.



22nd September, 1939.

I agree. The U.S. Govt.
with its best intentions can't help us
to...

to prosecute this war. They surely
do not expect us to prejudice our
relations with Portugal at this
uncture, in order to help German
refugees.

J. Fitzpatrick

22.9.

American Dept.

/ Suite ayse

T.B.
22/5



W14069

27 SEP 1939

There is an idea which is widely prevalent in America and is held by prominent people from the President downwards, that Angola is a most suitable country for the absorption of refugees and that a large Jewish State to contain all the Jewish refugees in the world could be founded there by simply buying the necessary land from the Portuguese Government. In February of this year we were approached by the Americans with the suggestion that as we were on specially friendly terms with the Portuguese, it would be easy for us to ask the Portuguese to transfer some land for this purpose. We said, in reply to the suggestion, that the Portuguese were very susceptible about their Colonies and that we could not risk offending our ally by making such an approach. We would, however, have no objection if the American Government chose to do so. The Americans however were persistent that it would be an easier matter for us. The Embassy in Lisbon was then consulted and the expected reply received that while it would be most unwise for us to approach the Portuguese on the subject, there would be no objection to the Americans making the attempt. As the Americans still appeared to be reluctant to do this themselves, the suggestion was evolved that the approach should be made by M. Van Zeeland, as Chairman of the newly appointed Coordinating Foundation for Refugees. We approved of this idea early in August, but it is not known whether M. Van Zeeland took any action.



The question now arises whether, in war time conditions, we still adopt the same attitude, namely that while H.M.G. are not prepared to ask the Portuguese to give up some land in Angola for the purpose of settling refugees, we have no objection to anybody else doing so. It may be that we should decide from now on to oppose any approach to the Portuguese on the ground that we could not in any event tolerate in war-time the presence in Angola of a large number of German Jews, who might be a source of danger to our African colonies.

On the other hand if we were to forbid M. Van Zeeland or the Americans to attempt to put their cherished idea into practice, there would be a definite danger of offending neutral and especially American public opinion which is so sensitive on any question to do with refugees.

G.W.W.
22/9

Angola is an American obsession, and our most tactfully-expressed expression of our inability to put the point to the Portuguese was represented to the State Dept^r as an unjustifiable British robust. Nevertheless I think our reasons for not taking the question up with the Portuguese are as strong as ever, and Mr. Winston should explain to the Americans that, as they are well aware, the Portuguese feeling about colonies is very sensitive and we cannot take any initiative in consequence, but that we have no wish to prevent or interfere with American or other neutral initiative. If such initiative is taken we shd. instruct Lisbon to keep an eye on the negotiations, though we can be assured that the Portuguese will be as alive as we to the dangers in opening Angola to refugees from Germany in present circumstances.

A.W.G.R.
22/9.

War/Deft.

CONFIDENTIAL.

Formula for Lord Winterton's use at Washington Refugee Conference.

His Majesty's Government in the United Kingdom appreciate the importance which the United States authorities attach to the question of finding a suitable country for the large-scale settlement of refugees, and on being approached some months ago they considered in all its aspects the American suggestion of an approach to the Portuguese Government in this connexion. My Government's inability to take any initiative in this matter was not in any way due to an insufficient regard for the urgency of the refugee problem, but was dictated solely by the fact that the question of Portuguese colonies has been of extreme importance and delicacy in the history of Anglo-Portuguese relations. In order to meet Portuguese susceptibilities on this point my Government have lately given the Portuguese Government a most categorical assurance that they had no intention of intervening in respect of Portuguese colonies, and accordingly, difficult as it would have been even in time of peace to initiate or support any negotiations affecting the future of Angola, such action becomes completely impossible at the present time.

This is, of course, not to say that His Majesty's Government would not be pleased to hear of a successful approach by the United States Government to the Portuguese Government, but my Government are not so far in possession of any information tending to show that the Portuguese reactions to proposals regarding Angola would be likely to be favourable.



